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AUTOSPORT

Denny Hulme writes about the new McLaren M23





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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

22 February, 1973 Volume 50, Number 8

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Marque racing champion Tommy Entwistle (TVR), leads Campbell's Elva and Unett's Alpine at Goodwood, 1964. See page 32 for a history of the formula's transition to prodsports racing.



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AUTOSPORT, FEBRUARY 22, 1973

EDITORIAL

Group 2 countdown

Everything points to a fascinating opening round in the European Touring Car Championship next month. If the stories that have filtered from the Ford Motor Company of Cologne and from BMW down in Munich over the winter months are to be believed, then the series will be nothing less than sensational. It promises to be the best in its history.

Although there is basically only two German manufacturers who will contest the European championship, the needle that exists between them will be worth waiting for. There are many who feel that the touring car championship is now of more significance than the current Group 5 World Championship, which is unpopular to the extent that it will be phased out at the end of next year. Ford and BMW have poured, and will continue to pour, vast amounts of Deutschmarks into winning the championship. And a repeat of the 1972 situation, in which Ford won almost everything, highest championship points total was scored by Alfa Romeo by dint of Autodelta's clean sweep in the 1300 cc division is unlikely to be repeated. This year there is no 1300 cc division, simply up to and over 2000 cc. While the two German giants are knocking each other off the race tracks of Europe, some consistent performances by a team in the 2-litre division could secure the series. The team managers, having been caught out before, are therefore preparing works and semi-works deals so the battle will be continued in this class too.

Ford's plans for this series were announced at a glittering party in Cologne last week. These include three Capris, each of which weighs in at 925 kilos and produces about 320 bhp. To conduct these powerful machines, Mike Kranefuss has the signatures of Jackie Stewart, Jody Scheckter, Jochen Mass, Dieter Glemser, Gerry Birrell, John Fitzpatrick, Hans Hayer and Gérard Larrousse. The counter move by BMW, expected to be an equally glamorous affair to court the attention of the world's press, will be held in a week's time. So far, there have been only guesses about what Jochen Neerpasch has lined up in Bavaria in reply, but it seems that the 3.0 CSLs, weighing some 1090 kilos and producing about 360 bhp each, will be in the hands of an equally impressive driver line-up.

As we've said before, motor racing still attracts the volume manufacturers. But unlike the days of yore, when Mercedes-Benz and Auto Union were Grand Prix competitors, today's manufacturers are saloon car specialists. The product they are promoting in this big battle for prestige and sales, bear a greater resemblance to showroom cars than formula cars. The big manufacturers are still there; it's just that their priorities have changed.

our cover picture

McLaren's 1973 F1 challenger, the M23, with Denny Hulme and McLaren director Teddy Mayer, at the announcement last week. Denny writes about the new car on page 21.

Photo: Peter Burn

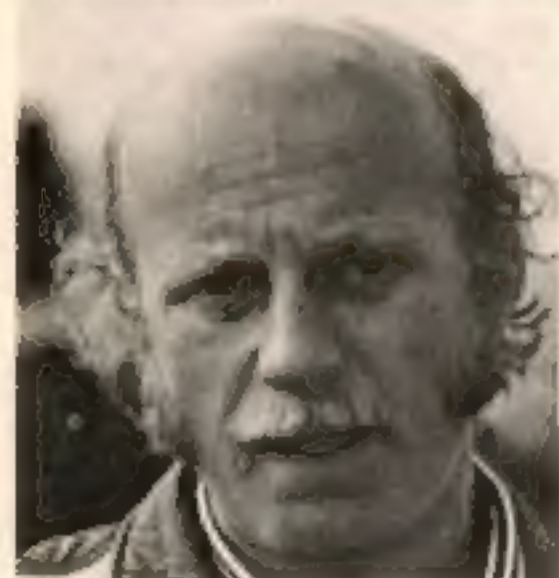
Pit and Paddock

Ford of Germany announce star Capri line-up for 1973

Ford against BMW—one of the most exciting prospects in the history of the European Touring Car Championship seems set to happen in 1973 with both manufacturers fielding much-improved cars and a star-studded line-up of drivers.

Last weekend in Berlin, Ford announced their plan of attack for the European Championship, and next week in Munich BMW will be revealing their strategy.

Fords have developed much improved versions of their last year's engines for their new Capris, and the power output has been increased to 320 bhp. The 2990 cc Capris with their five speed 2F boxes, look radically



Ford's mastermind, Michael Kranefuss.

different, being the latest models with new flared wings, venting in the bonnet and revised brake cooling. The wheel rims are wider this year, being 13 in and 14 in, and the latest Capri now tops the scale at just 925 kilos.

Among the equipment used on this year's Capris will be Texaco for petrol, Dunlop for tyres, ATE for brakes, Bosch for electrics and Bilstein for shock absorbers.

At Hockenheim last week, Ford drivers Dieter Glemser, Gerry Birrell, Hans Heyer and Jochen Mass put the latest model through its paces and recorded times 2½ s under the outright saloon car lap record.

Ford of Germany's boss Michael Kranefuss has employed the services of a number of formidable drivers. Contracted Capri drivers this year are Jackie Stewart, Jody Scheckter, Jochen Mass, Dieter Glemser, Gerry Birrell, John Fitzpatrick, Hans Heyer, and Gerard Larrousse. Stewart finished second in a Capri in his last saloon race at Paul Ricard last September, Mass and Glemser have won the European Touring Car series for Ford in the past two years, and Fitzpatrick joins Birrell after

leading the BMW attack last year. Scheckter will be having his first saloon races since the 1971 Ford Escort Challenge series, although he started his racing career in South Africa in a Renault. German Heyer will also be driving in F3 and a Porsche Carrera this year, as well as a Capri.

In addition to competing in every round of the European Touring Car series, Ford's Capri programme includes the Belgian and German national saloon car championships, and the Nürburgring 1000 Kms and the Le Mans 24 Hours, the latter two races being rounds in the World Championship of Makes, where Ford hope to do battle against BMW and the Porsche Carreras.

The first round in the European Touring Car series takes place at Monza on March 25, when the Capri driver pairings will be: Stewart and Glemser; Mass and Scheckter; Birrell and Fitzpatrick.

BMW's attack

Under Jochen Neerpasch, BMW's attack comes with the opening of the factory's new competitions department in Munich next week. Their 3.3-litre BMW coupes are expected to produce between 350 and 360 bhp compared with Ford's 320 bhp, but the new BMWs (although much lighter than last year), are rumoured to be some 165 kilos heavier than their Ford opponents. BMW's drivers are headed by Grand Prix drivers Chris Amon and Niki Lauda. Other BMW pilots will include Dieter Quester, former Ford Driver Hans Stuck Junior, 1970 European G2 champion Toine Hezemans, Harald Menzel, Jean-Pierre Jarier and Brian Stair.

Impressive times

BMW were testing their new, more potent and much lighter machines at Paul Ricard last week. It is reported that Stuck took the 3.3 litre BMW around Ricard in 2 m 12 s, which compares very favourably with Ford of Germany's best lap in 1972 by Mass of 2 m 13.4 s and last year's best BMW lap time there set by Fitzpatrick of 2 m 14.6 s. BMW are expected to be sending at least three factory cars to Monza, although some may be in Alpina or Schnitzer guise.

The battle for supremacy between Ford and BMW in 1973 touring car racing promises to be one of the greatest contests ever staged in the history of European saloon car racing.

Hesketh backs Maskell in F3

Lord Hesketh, the man who is sponsoring James Hunt in both F1 and F2 Surtees this year, has announced further sponsorship plans. Newcomer to the stable is popular Yorkshire driver Barrie Maskell. Hesketh Racing will run Maskell in conjunction with Competition Car magazine.

Maskell will probably have the choice of two chassis to run in all the Formula 3 championships this year. The cars are a GRD and a new Dastle Mk 10. Justin Haler is currently negotiating with Mike Warner for a GRD which Maskell will use in the John Player Championship.



Barrie Maskell—Dastle F3.

Maskell has been one of the leading F3 drivers for a long time but nearly always with second hand equipment and run by underfinanced teams. The association with Hesketh should enable him to put a full season of competitive racing together and realise his potential in the way that James Hunt did with Hesketh last year.

The tie-up with Dastle is an interesting one. It was the Hesketh racing team which introduced the Geoff Rumble-designed Mk 9 to F3 last year. His Lordship commented that he was delighted to continue his association with Dastle.

Bubbles Horsley, who drove one of last year's Mk 9s but has since retired from the cockpit, will have overall responsibility as team manager for both Hunt and Maskell.

● Our spy in Norfolk got a shock last week when Andy Sutcliffe was seen at the GRD factory. Could he be in line to deputise for the injured Dave Walker in the F2 car? Unlikely. Apparently he was asked to do some testing of customer F3 cars at Snetterton but the session was snowed off.

STP and March to break up?

STP are very unlikely to continue to sponsor March's Formula 1 programme after the South African Grand Prix. Before the Brazilian Grand Prix, March's Max Mosley saw STP's Max Mosley try to continue STP's March tie-up, but it seems Mr Granatelli was unimpressed with the team's "find" Jean-Pierre Jarier and Granatelli wanted to see how he went in the Brazilian GP before making a decision. After Jarier's disappointing result in Brazil, it seems extremely unlikely that Granatelli will want anything to do with the March F1 connections after South Africa, particularly with STP's other tie-ups such as Graham McRae winning the Tasman title and Richard Petty's win at Daytona, doing so well. Incidentally, at Daytona, Granatelli was the guide to King Hussein of Jordan, who was at the circuit.

Apparently Jarier's sponsorship from Marlboro, Marlboro and Shell will keep his F1 March drive intact.

Hunt's Injury

Following on the news that Dave Walker had broken his leg came reports of two more casualties.

Last Sunday James Hunt broke his arm after falling over. "I was down in the country having lunch and then started playing silly games on the lawn afterwards like they do in the country and just fell over," explained James.

However on Tuesday James was confident that he would be fit enough to drive by the end of the week and completely okay by Mallory.

The other casualty was Ray Mallock who broke his knee cap while on the Clubmans Register ski holiday in Italy. He returned to England on Monday where the break was found not to be serious and the plaster has been removed.

Hulme: GPDA President

Denny Hulme was elected President of the Grand Prix Drivers Association after the Brazilian Grand Prix. He takes over from Jackie Stewart, who has to retire from office, on April 1. Stewart took over the Presidency after Jo Bonnier was killed at Le Mans last year.

Hulme, the 1967 World Champion and CanAm Champion in 1968 and 1970, was elected unanimously by the GPDA, which has now reverted to its original form as being just for Grand Prix drivers.

The new address for the GPDA, which is now run by Andrew Ferguson is East Carlton, Norfolk, NOR 94W.

New G5 Ferrari tests



Brian Redman was down at Paul Ricard testing Ferrari's new G5 challenger recently. The bodywork is much smoother with an integral rear wing. Between the rollover bars is an airbox for the flat 12 engine (above). The F1 gearbox is used with inboard ventilated disc rear brakes (below left).



Snetterton safety improvements

Snetterton circuit is undergoing some changes before this year's season starts with a view to improving the safety aspect.

A new slip road to the pits and paddock has been constructed, leaving the circuit just prior to Russell Corner and running inside the bend. The banks on the inside of Coram and Riches have been removed together with the marshal's posts. Rubber markers, as used at Brands Hatch and Silverstone will mark the inside line.

Many of the concrete run off areas on the outside of the track, especially at Riches, have been broken up and the areas will be grassed and graded. The bank opposite the startline where John Jordan had his horrific crash, has also been removed along with the bumpy concrete part of the circuit. Armco will line the track from Russell to Riches and Riches will be faced with sleepers.

The work should be finished in time for the first meeting on April 1.

Chequered Flag back Mallock

The Chequered Flag are to sponsor one of Britain's most promising young drivers, Ray Mallock, in Formula Atlantic this year. Mallock bought the ex-Beuttler/Hunt March 712 F2 chassis last December to use in FA but had insufficient finance to run the car. The tie up with the Chequered Flag means that he will be able to do both Atlantic championships with the car which is currently being updated to 732 specification which includes new bodywork and rear end wing set up. This entails repositioning the oil tank and cooler also on a "monster bracket" to enable quick ratio changes.

Mallock will use a Holbay prepared BDA engine; he will be the first person to race this engine although Roger Williamson did practice one briefly at the end of last year. The car will be painted in the black and white colours of Chequered Flag and will be entered in their name. Mallock will also receive continued support from V. L. Churchill who make garage equipment in Daventry and have supported Ray during the last couple of years. Duckhams will

be providing the lubricants. After being Shell Clubman's



Ray Mallock—Atlantic challenge.

Champion and a Grovewood award winner in 1971, Mallock decided to try F3 last year in one of his father's front engined U2 F3 cars. Although he put up some extremely competitive times the project was dogged with a lack of finance which prevented the true potential from being realised. With the support from the Chequered Flag Mallock is bound to be a front runner in Atlantic.

Ginn's problem

Neil Ginn, who put in some promising performances last year with the Lyle and Scott Y-fronts-sponsored F3 GRD, hopes to continue in the formula this year. However, Lyle and Scott have pulled out and Ginn is left with the car and Nova-motor engine but with no money to run it. He hopes to be able to take the car to the first F3 race at Brands Hatch on March 4 and would very much like to hear from any prospective sponsors.

Allen's TS8

Alan Brodie's Servis Appliances Racing Team, which enters Steve Thompson's F5000 Chevron, will run a second car in this year's Rothmans championship. Brodie has retained the Surtees TS8 which Thompson drove last year and will enter it for Ray Allen. Allen has been doing F5000 for the past two years with Jackie Epstein's team. Both cars will use Race Engine Services-prepared Chevrolet engines.

Marches quick at Ricard

Jean-Pierre Jarier, testing the works March-BMW 732 F2 car for the first time last week at Paul Ricard, really showed the potential of the new combination with some dramatic times. Although the team went to the French circuit for a week, they were only able to get out on one day because of snow. Nevertheless Jarier got down to a 1 m 54.0 s on the long circuit, which is 0.1 s below Jacky Ickx's lap record for F2 set in a BMW in 1971, and also quicker than Jackie Stewart's official F1 lap record of 1 m 54.9 s set in 1971. The fastest unofficial F1 time was set by Stewart last December of 1 m 52.2 s.

Jarier was absolutely delighted with the car but said that the times were not so much caused by the engine superiority (as it was minus an air box and losing revs), but by the handling of the car.

Testing, under the eye of Harvey Postlewaite, also saw the first appearance of Ian Taylor's works-backed F3 Bati-March. After Jarier did the shakedown tests and got down to 2 m 2.9 s, just 1.9 s slower than the F2 record, Taylor got in the car and recorded an identical time and pronounced himself very happy with the car. Russell Wood, who is driving a works supported F3 car for the Chequered Flag this year has been testing it in Britain recently and has also been putting in some extremely quick times. Altogether the prospects for the Bicester firm look very bright in their main customer formulae this year.

Incidentally, on the way back from the testing, Ian Taylor's team manager, Chris Marshall, and Bill Harding, former entrant of Cobra driver Shaun Jackson, were "mugged" in Marseilles. They had all their money stolen and were beaten about somewhat. However, after a tour of the city in a police car one of the culprits was caught and the gendarmes doled out some of their own treatment in a most dramatic fashion which left the culprit worse for wear.

Also down at Ricard were Mark Donohue in the new Porsche 917 TC10 Can Am car and the BMW saloon car team.

Donohue made the F1 times look rather silly when he took the 1000 bhp monster round in 1 m 46.0 s. The adjustable chassis, which he tested earlier this year, was in order that the team could get the optimum length and has now been discarded.

Hans Stuck and Toine Hezemans were driving the BMW 3-litre CSLs and were lapping in steady 2 m 11 s, which compares well with the Ford Capri lap record of 2 m 13 s. Donohue went round in Herbert Muller's Porsche Carrera and did a 2 m 7 s.

Daytona Super Vee to Manfred Schurti

Manfred Schurti took his Royale RP18 to a \$3850 win at the World Super Vee Championship race at Daytona on February 11 when he out-foxed Sweden's Bertil Roos (Tui BH3) in a last-lap slipstream manoeuvre. These two drivers pulled away from the rest of the field after a first lap incident delayed other cars. They took it in turn to lead as each slipstreamed past the other around Daytona's fast, banked circuit.



Manfred Schurti and Daytona dolly.

At the 17th and last lap neither wanted to lead. Schurti, driving the Racing Car Show Royale, eventually changed down to third gear to get Roos ahead before the run-in for the finish, when Schurti pulled out of his slipstream to win by 5 metres from the Tui.

Schurti started the race with a pole position advantage after winning his five-lap heat. The early stages of the race were contested by Helmuth Koinigg up with the leaders. He had got out of shape going into the first turn, causing several cars to take avoiding action and the American Bob Williams to spin to the back of the field. Aided by a powerful Huffaker engine, however, Williams was able to work back up to seventh by the end while Koinigg fell back a distant third as the race wore on and his engine went sick with carburation problems.

Fourth overall was heat-winner Rolf Tellsten, who was also delayed by the first-lap incident. He had a great dice with American Bob Wheelock for most of the race and took fourth on the final lap, passing as Schurti had.

The return match comes to Europe on September 30 at Hockenheim.

1. Manfred Schurti (Royale RP18), 35 m 0.9 s, 108.050 mph; 2. Bertil Roos (Tui BH3), 35 m 0.4 s, 107.400 mph; 3. Helmuth Koinigg (Huffaker), 4. Rolf Tellsten (Lola T202); 5. Bob Wheelock (Lola T202); 6. Walter Raut (Kalmann); 7. Bob Williams (Royale); 8. Gregor Kronsperger (Lola T202); 9. Fred Phillips (Tui AM29 50); 10. Ron De Marco (Royale).

Westbury retires

One of Formula 2's staunchest privateers, Peter Westbury, has announced his retirement from racing to concentrate on management. Westbury first made his name in hillclimbing with the P99 Ferguson four-wheel-drive car and then with his own Felday cars. He turned to circuit racing in 1968 when he ran three Brabhams for himself, Derek Bell and Mac Daghorn. In 1969 he graduated to F2 with a Brabham BT30 and stayed faithful to the marque to the end with a BT36 and BT38. He had a one-off F1 drive at Watkins Glen in 1970 but he non-started when the engine blew up.

His cars were always powered by engines prepared by his own Felday set-up, which he has also decided to fold. To keep himself busy in the sport Westbury will be helping John Coombs with his two-car Alpines F2 team. His faithful mechanic, Jim Charman, who consistently turned out a very smart and competitive car, and Mac Daghorn, who ran the engine shop, have gone with him. Peter will continue as a GPDA circuit inspector and as their representative at the CSI. He will possibly drive a sports car on occasions if he gets the right offer.

Shadow F1 going well

Alan Rees informed us that our source about the Shadow testing at Paul Ricard was rather inaccurate. Rees says that the Shadow, in the same trim as it had been at Silverstone previously, showed no major problems at the French circuit. The team played around with suspension settings but did not have any overheating problems at all.

Jack Oliver really got the car wound up at one stage and recorded some very impressive times, the best of which was 1 m 14.2 s which is just 1 s slower than Jackie Stewart's lap record. Rees said that they were reasonably happy with the times although not overboard. "Obviously we want to be quicker than Stewart."

George Follmer's car was completed two weeks ago but because of his Daytona commitments with the Penske Porsche he was unable to test it until last week at Goodwood just before it was sent to South Africa.

Both cars left for Kyalami last Friday and the team will spend the next two weeks testing at the circuit in preparation for the GP debut there on March 4.

Back at the Northampton factory work is progressing hard on Graham Hill's car which they hope will be ready in time for the Race of Champions.

Schuppan's problem

BRM's enigmatic managing director, Louis Stanley, this week confirmed that Vern Schuppan is



Vern Schuppan—redundant?

still a member of the team. Schuppan, who has been courted by BRM for almost a year, was signed at the end of last year

to drive Formula 1 for them in 1973.

However, with Clay Regazzoni, Jean-Pierre Beltoise and Niki Lauda also on the strength, it is obvious that one driver will have to be dropped if BRM's policy of a three-car team is continued. These three have already competed in the opening races in Argentina and Brazil, and are scheduled to drive in the third round, at Kyalami on March 3.

Asked just when Schuppan would be getting a drive, Stanley commented, "We will have to play things as they come along. He is happy as a member of the team, he has a contract, he is paid."

Although Stanley would not be specific about the races that Schuppan will be doing, he replied, "You don't sign a Grand Prix driver to sit on the pit counter. Vern is a good driver now and, in a couple of years, with a bit more experience, he will be very competitive."

Meanwhile, Schuppan, whose lips are sealed over the matter, is still sitting on the pit counter.

Ferrari will run three G5s

The Ferrari comeback to motor racing is complete. Last week they announced that they would be running a third car in the sports car championship this week for Carlos Reutemann/Tim Schenken. This now means that Ferrari are running two F1 cars and three G5s which is exactly what they ran last year before announcing that they were pulling out of racing.

Schenken was of course a member of last year's victorious team when he drove with Ronnie Peterson. Reutemann's sports car experience is rather limited, although he was offered a place in the Gulf Mirage team this season.

It is not certain whether the third car will contest all the races in the championship as both drivers are likely to have F2 commitments. Schenken with Rondel and Reutemann with Brabham. The first appearance of the new cars and drivers in this year's championship will be at Vallelunga on April 15.

Nelson quits

We regret to announce that Brian Nelson has retired from his single seater racing career, following the loss of his girl friend Liz Haddick, who was killed four weeks ago in a motor accident. Liz was an integral part of the Nelson's team and after 10 years of racing, Brian has shelved plans to race a Crosslé 22F in the Yellow Pages Formula Atlantic Championship, and to concentrate on his business, only taking part in the odd Group 1 saloon race and rally.

Datsun enter British G2

The Nissan-Datsun factory in Japan is proposing to race saloon cars in Britain this summer. But the UK concessionaires are keen to stress that it will be purely an exploratory visit, with the emphasis on learning.

Two Cherry Coupés and a 1200 Coupé in Group 2 trim will be sent over from Mr Namba's competitions department during the months of July and August. They will be driven by Japanese drivers, which limits them to international events, one of which will undoubtedly be the Grand Prix weekend at Silverstone.

Datsun's chief opposition in the 1300 cc division will be from the Escort BDAs and various Mini-Cooper Ss, and it seems unlikely therefore that they will be fully competitive. However, Datsun's record in international competition—witness their success in East African Safari Rallies and 2.5-litre TransAm racing—means that if the factory do decide to compete in international saloon car racing at a later stage, they will do so properly.

Such a move could also coincide with an even bigger sales push by the British concessionaires, who began importing Datsuns less than five years ago and who in 1972 were fifth biggest foreign car importers.

● The Belgian Racing Team VDS, run by Count van der Straten, will continue to run an F5000 car for Teddy Pilette in this year's Rothmans European F5000 championship. After racing McLaren cars in the championship in 1971 and 1972, the team is switching to Chevron. A new Morand-engined B24 model has been ordered.

PAGE TOURS

SPANISH G.P. BARCELONA — APRIL 29

The first European Grand Prix of 1973 will be held at Barcelona. It will be the fourth round of the 1973 Championship. What a fantastic start to the season it has been. A classic race in Argentina and Fittipaldi making it two in a row in Brazil. Will he make it a hat-trick in South Africa or will Stewart, the challenger, break the sequence? Either way, the Spanish G.P. should be a cracker.

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We leave on Friday from London Heathrow by scheduled service of Iberia Airlines. There is a choice of two departure times. Three nights' hotel accommodation in Barcelona are included and coach transfers to and from the circuit. The return is on Monday, April 20, and once again there is a choice of two departure times.

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direct from Luton Airport

This visit is ideal for those whose time is limited. Departure on Sunday, April 29, is from Luton Airport by Britannia aircraft at 07.00. Arrival in Barcelona is at 09.40. The whole day is geared to visit the Grand Prix and to see something of Barcelona afterwards. Return arrival at Luton is 02.00 (Monday).

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Shell Gold Star awards

Shellsport are to continue their Gold Star Award scheme this year along the same lines as in 1972 but it is open to a greater range of drivers and worth much more. The scheme is open to all users of Shell oils rather than those competing in Shell Championships.

The only conditions of the award are that competitors must send a signed copy of the result sheet after each class win to Ray Cunningham, Shellsport Gold Star Awards, Shell Retail, Shell-Mex House, Strand, London WC2R 0DX, and display the two Gold Star decals they will receive in return on both sides of the car for the remainder of the season.

At the end of the year the driver with the highest number of victories will receive the Shell-

sport Gold Star Award and a cheque for £300, with cheques for £200, £100 and £50 for the competitors with the next highest totals.

In the case of races in which heats are involved, the heats will be regarded as separate races and drivers who score victories in different cars or formulae will be able to count their total number of wins providing the decals are displayed on the relevant cars.

The awards are open to any formula or class including hill-climbs, rallies and a rallycross at meetings held under a restricted, national or international permit in the UK. In the event of a tie, a special race will be held to decide the overall winner using the Ford Mexicos which will be featured in the Shellsport Celebrity series.

BRIEFLY

● Gulf Mirage are currently carrying out some testing with their V8 and V12 engined cars at Vallelunga in preparation for next month's 1000 kms. Derek Bell and John Watson are carrying out the testing in the car that Bell and Ganley used at Daytona.

● Bob King confirmed at the beginning of this week that Royale would enter a works Formula Atlantic car for Tom Pryce in both the Yellow Pages and BP Championships. The car will be virtually identical to last year's RP12 which Pryce used to excellent effect towards the end of last year. Power will come from Race Engine Services prepared BDAs.

● BBC Radio Medway, the local radio station which serves north and mid-Kent will be linking up with Dartford driver Tony Brise this season to give regular broadcasts on the progress of what looks like being his most successful year yet. Radio Medway will carry reports about the progress of Brise and his F3 GRD after every race. Medway broadcasts on 97 metres VHF and 290 medium.

● One of BRM's best-known mechanics, Willy Southcott, died in Addenbrookes Hospital, Cambridge, on February 8 after an illness. A former Rolls-Royce man, Southcott had been with BRM since 1950, latterly as an engine specialist. Autosport extends its sympathies to his wife, Jean.

● The Dutch FF Champion Roelof Wunderink will be doing a full season of F3 this year with the ex-Ken Mackintosh Steve Thompson Ensign.

● At Oulton Park this Saturday, new Austin Champ fire fighting vehicles will be tried out and marshals will be enrolled to operate them during the season. Members of the BMRMC, BARC, BRSCC, MCMRC or LCCC are invited to attend and enrol to operate these fire fighting vehicles. The circuit want to appoint a group of marshals for each vehicle for every meeting of the year, so that these marshals will know expertly how to use them. The session starts at 11 am at Oulton this Saturday.

The following Saturday, March 3, Oulton will have a Cheshire County Fire Brigade Training Day where the enrolled marshals will be expertly told and shown the way to deal with fire fighting aspects.

● Huub Vermeulen, the Dutch Formula Super Vee driver, will be appearing in all the John Player Formula Three championship rounds this year with a brand new Royale RP11A. Vermeulen was over in England last week and ordered the car and Vegantune engines. He has been a leading runner in FSV since its inception with a Royale RP9 but suffered from unreliable engines. The car will be entered by the Dutch National Racing Team.

● Vern Schuppan is going east again this year with his Singapore Airlines-sponsored March 722. He will race in the Singapore Grand Prix (using a twin-cam 1600 cc engine) over the Easter weekend, followed by the Japan Grand Prix on May 2-3 when he will use a full 2-litre Formula 2 unit. The car, which will sport the special Falconer bodywork seen at the Racing Car Show, will probably be sold in the Far East.

● Some 550 guests attended the BRSCC's annual dinner at London's Royal Lancaster Hotel last Friday. Two of the club's major awards were presented—the Roy James Trophy to Team Castrol and the Hawkes Trophy to marshal of the year Don Baker.

Graham Hill became auctioneer for the evening by offering two rare autographed posters. The last BOAC poster went to the SMMT's Gerry Kunz, and the Rothmans 50,000 poster to John Haynes, of Haynes of Maidstone.

● Dorset Food Products of Shaftesbury will again be sponsoring Tony Birchenough's sports car racing this year. The car, the ex-Guy Edwards Lola T290, will be entered by Dorset Racing Associates so that extra local sponsorship can be accommodated, in particular Dorset Food Products.

As well as Birchenough the car will be driven by Brian Joscelyne and F3 driver Lee Kaye. They plan to do 22 races including most of the long distance events. The power will come from a Geoff Richardson prepared FVC engine.

● When the Donington museum opens on March 16, it is expected to be heralded by a special ITV Drive-In programme from the venue.

● At Brands Hatch last Sunday the BRSCC organised a highly successful marshals training day, supported by over 250 marshals. Among the items included in the programme was a discussion on the technical aspects of fire fighting, the role of the marshal with regards to medical aspects and the showing of the new Pyrene film, 30 seconds to live. A new innovation was the practical use of the circuit for flag marshal training, with marshals using their own cars for examples.

● Former F3 driver David Cole will be making a comeback to racing this year with an F3 Brabham BT38 entered by Car Consultants USA. His first race is expected to be at Mallory Park. Cole was last seen in a Lotus 59 entered by Gomm Metal Developments although he really came to prominence back in 1965 and 1966 with an F3 Brabham.

● Twenty-nine-year-old David Bartropp was killed during a record breaking run at Monza last Friday. Bartropp, who was driving a Ford Escort at the time, planned to race a Jaguar XK140 in Jaguar DC events this year. A director of Paul Webb Motors of Ingrebourne, he leaves a widow, Irene, and two children.

● Harry Phillips the rapid mod sports E-type driver is changing stables this year. He has bought a 7-litre, 545 bhp Chevrolet Corvette Stingray with which to contest the Blue Circle championship.

The car will be sponsored by the Winsford based Jiffy Packaging Company and entered by the Jiffy Racing Team.

INTERNATIONAL DIARY

February 25
Adelaide, Australia (Tasman, round 7).
March 3
Kyalami, South African Grand Prix (Formula 1, round 2, World Championship).
March 4
Ontario 300, USA (NASCAR).
March 9/11
Lyon - Charbonniere / Stuttgart - Solitude Rally, Germany.
March 11
Mallory Park, England (Formula 2 Championship, round 1).
March 13/14
TAP Rally, Portugal.
March 17/18
Brands Hatch, Race of the Champions, England (F1, F5000).
March 18
Carolina 500, USA (NASCAR).
March 25
Vallelunga 1000 kms, Italy (World Championship of Makes, round 7). Monza, Italy (European Championship for Touring Cars, round 1).

CATCHPOLE

By Barry Foley





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Petty keeps his throne

Story and pictures by JEFF HUTCHINSON

Richard Petty lived up to his title "King of NASCAR" on Sunday afternoon when he won his fourth Daytona 500 race and \$34,100 at the wheel of his STP-sponsored '73 Dodge. Star of the race and of qualifying was Buddy Baker (K and K Insurance '73 Dodge) who led for 157 of the 200 laps, lost his lead to Petty in the closing stages when yellow caution flags helped Petty pull back a lost lap, then blew an engine with just six laps to go while closing fast on Petty for the lead once more.

Besides Baker a lot of other guys had sad stories, in particular Cale Yarborough who was Baker's main challenger in his '73 Chevrolet. He and Baker had a heart-stopping dice for the lead watched by a record 103,000 people—NASCAR's biggest-ever crowd which let out a record sigh as favourite Yarborough's engine blew up in a sheet of flame high up on the banking.

At 20 mph the science of aerodynamics wins races and creates its own very special factors. Cars with 50 less horse power can hang on to the draught of a bigger car and sucked around in a 200 mph envelope with a dozen other cars, as is often the case. But an adverse wind blowing can create havoc when cars pull out to try to "get it all on." In a supporting event the day before the 500 race several cars performed hair-raising 180 mph spins or were slammed into the wall on one section of the banking where a vicious cross-wind hit cars if they got out of line. All the drivers will try draughting their opposition if they can to see if there are any adverse effects.

Aerodynamic aids on the cars are limited to small front and rear spoilers, while a body template of the original shape prevents any "scaled-down" cars racing and gaining on reduced wind resistance. Carburation restrictor plates equalise the cars' performances. Thus the smallest car of the race,



Lapping at over 180 mph around the Daytona Speedway, go Buddy Baker, Cale Yarborough and Richard Petty.

Daytona "The world's most famous" Beach, Florida, spends most of its winter months as a warmer winter haven for America's wealthier senior citizens, the sounds of the lapping waves along the miles of golden sands broken only by the swish of the numerous shuffle boards. It's a kind of king-size move ha'penny played with long shovers and seems to be America's answer to bowls. It's a quiet town, except for the first two weeks in February, that is.

It is the start of the Daytona Speed Weeks, when the town echoes with racing engines, starting with the Daytona 24-hr and building up with a series of supporting races to the Daytona 500, NASCAR's biggest race which attracts over 100,000 people from all over the North American continent. There are 80 or more big V8 American stock cars, which resemble their road counterparts only in shape. This is what counts. The crowd splits up into Dodge, Mercury, Plymouth, Chevrolet supporters and the scene is much like an Scotland-England football match but with six teams playing.

The cars are big and so are their drivers and team crews. That's the way it feels, and

in the inner sanctums of the "garages" it's a man's world and women's lib, "aint got no use around he-ah." The stockers move in as "them fandangled 3-litre sports cars" move out and a week before the event the pressure is already on. Qualifying starts eight days before the event and the cars can run on either Saturday, Monday, Tuesday or Wednesday.

The top two runners assure themselves of front row positions for the big race. The rest, around 70 cars, spend the remaining days earning grid positions for the two 40-car (125-mile) qualifying races run on Thursday afternoon, of which only 30 cars added to the fastest 10 overall from qualifying get to run in the main event. Their positions also decide grid positions, so Thursday can be almost as exciting as the 500, everybody eager to see just how the cars will perform in traffic for all the qualifying times are set individually. Draughting, the art of slipstreaming, plays probably the most important role of all at a circuit like Daytona, aptly nicknamed the "crucible of speed," for the cars are just about flat out for the whole of Daytona's banked 2.5 mile tri-oval track.

Bobby Isaac's '73 Ford with a 351 cu in motor, was able to match performances of the bigger majority 427 cu in runners, which had to use smaller diameter restrictors than the Ford.

The original cars are completely stripped and the chassis double welded, gussated and generally strengthened, the front and rear ends made stronger by adding large bracing tubes. Each team has its own favourite suspension modifications, but in general these are limited to extra shock absorbers on each corner, stronger fabricated wishbones on the front end and stronger springs on the rear end. Most pick-up points are made adjustable to suit various circuits. Another essential is a rear diff oil cooler mounted in the back of the car which is cooled by an enclosed electric fan rather than add the extra drag of scoops on the outside of the body. Some of the cars even have a diff oil temp gauge. All but two of the cars were running drum brakes (only used in the pit stops), the exceptions being the winning car and the only full works car of the series, the AMC Matador entered by Roger Penske Racing and driven by Dave Marcia, this car having won the opening

NASCAR race in the hands of Mark Donohue.

Inside the cars there is little room for anything but the driver who installs himself in his seat though the window. The doors are welded for safety in the event of a crash while a net over the open window prevents arms and legs being inadvertently hung out in a crash. Taking up most of the room is an enormous complex of steel tube forming the roll cage which protects the drivers in the event of the frequent 200 mph rolls, side swipes into the walls and head-ons into other cars. Fatalities are rarer in this form of racing than any other.

Most of the cars do find room for a two-way radio, however, and it's this that gets drivers into the pits at the right time in event of accident or the like which often gains the lap that can win a race. The minimum weight limit is 3800 lb so the days of body dipping in acid to save weight are over as most cars weigh around this figure. Since the rule regarding "the availability of the same tyres for all the runners" to stop companies producing "special mixes" Firestones have left the tyre war to Goodyear who service all the runners on most of the NASCAR races. With so much money at stake in the series, the standard of preparation is immaculate, most teams having spare cars and carrying out complete rebuilds after races. When the going gets tough, rebuilds during the race including fitting spare engines, are not unknown.

With something around a quarter of a million dollars on this race alone it is also hardly surprising that policing of the cars is very strict, a strange face in the garage area is treated with suspicion.

PRACTICE

Fastest during Saturday's practice and a consistent runner throughout the week was Buddy Baker who turned in a flying lap of 185.862 mph to take pole position and then went on to win his 125-mile qualifying race. Pete Hamilton, winner in 1970, qualified second quickest with 183.456 in his '72 Plymouth while third fastest was the Petty '73 Dodge which set a 182.064 mph although Petty was not happy with the car's handling and it was not until the race when last minute desperate overnight suspension adjustments got the car to his liking. After his qualifying race for grid positions in the main event Petty found himself back in seventh spot. Hamilton had broken a valve spring in his heat while leading, although he retained front row for the race with his joint pole practice time, third place on the grid being taken by Cale Yarborough ahead of Coe Coe Martin's '72 Chevrolet which won the second qualifier.

By Thursday night the 40 cars to run in the big event had been chosen by results and although several of the quicker drivers found themselves well down the grid after qualifying race problems their fast practice laps assured them a run. The best 20 were:

Buddy Baker '72 Dodge, Pete Hamilton '72 Plymouth, Cale Yarborough '73 Chevrolet, Coe Coe Martin '72 Chevrolet, Gordon Johncock '72 Chevrolet, McMillen '72 Plymouth, Richard Petty '73 Dodge, A. J. Foyt '73 Chevrolet, Dick Brooker '73 Ford, Bobby Isaac '73 Ford, Darrell Waltrip '71 Plymouth, James Hylton '71 Mercury, Barry Pearson '71 Chevrolet, Joe Foyt '73 Dodge, Roy Evers '72 Dodge, Ramo Stott '71 Mercury, Larry Smith '71 Mercury, Mark Donohue '72 Chevrolet, Dave Pearson '71 Mercury.

RACE

After two days of preparation the race mechanics had done all they could to the cars by the time they were lined up in front of the pits at 9.30 on Sunday morning. The cars sat under covers, not to keep them cool but to keep them dry for a steady shower of rain was falling over the Daytona Speedway and the already packed stands. If it stayed wet for the race then the event would be postponed until the first available dry day and a lot of people would be disappointed, including a visiting King Hussein and children, Jackie Stewart doing

the ABC Television news commentary and other visiting notables. The host of high school marching bands bravely danced on around the infield and it was not until an hour before the race that the rain eased and by the 12.30 pm start it was decided to go on with the show, heralded by the traditional cloud of balloons sent drifting into the cold grey skies.

The cars were led around by the pace car for 13 laps to dry the track, Baker leapfrogging the field for a quick lap to report how things were to Bill France Jr who gave the go-ahead for the green light and on lap 14 the race was on. A week of hopes and frustrations was now in the hands of the 40 drivers and their cars whose spectacle makes NASCAR racing unique and fascinating. Twelve Chevrolets, 13 Dodges, four Fords, one Matador, seven Mercurys and three Plymouths were out for victory lane, where only one could make it.

From the start it was Baker who looked favourite, his red Dodge and the white Chev of Cale Yarborough pulling out a slight lead from the rest who were soon headed by Petty taking things easy until he was sure of his readjusted car. By lap 30 the gap between

the first two cars and Petty had grown to 9½ s shortly before the cars were due in for their first fuel stops.



NASCARists Bobby Allison (left) and Pete Hamilton (right).

First car in was Dave Pearson's '71 Mercury, the car that won the event last year in the hands of A. J. Foyt. The crowd were treated to the Woods brothers' spectacle of two tyres and a full fuel tank in 16.5 s, but that was all, for before the next tank of gas

Watched by 103,000 people, the cars complete their pace laps with Baker ahead.





Group of stockers on Daytona banking, led by Joe Frasson's Dodge

was empty he was in with a misfiring problem which was traced to a burned valve and a few laps later saw his retirement.

Baker came in on lap 34 and took 18½ s for a similar fuel and tyre stop, while a lap later two race favourites, Gordon Johncock's '72 Chev and Pete Hamilton, came into the pits with serious problems. Johncock's trouble was a leaking oil seal on his freshly changed engine and Hamilton's car had a rod out the sump. The expected 15 or so car dice for the lead did not seem to be happening. After the pit stops the order settled down again with Baker heading the field from Yarborough, Petty, Pearson (before his retirement), Bobby Allison going strong in his Coke-sponsored '73 Chev and Isaac's baby Ford. These cars were the only ones still on the same lap.

Shortly before the next stops were due the leaders took advantage of a four-lap yellow caution period when the '72 Chev of Tiny Lund lost drive in front of the pits and rolled slowly round for a full lap before coming in to retire. These stops saw Petty lead for a few laps with Baker trailing third, but then more excitement came on lap 89 when the yellow came out again for six laps. This time it was the singing star Marty Robbins who caused the drama. Trying to pass another car coming out of turn four in front of the main stands he got a little too close and bounced off into the wall, sending two other cars spinning wildly on to the infield in front of the pits. One of these came to rest *hors de combat*, as did a shaken Robbins who sensibly steered his '72 Dodge into the wall backwards as another gaggle of cars scraped through on the inside. Robbins finally rolled harmlessly down the banking after they had passed and jumped out on the infield, to which Jackie Stewart remarked, "I bet he sings with a high voice for the next couple of days after that."

This excitement saw Baker out ahead again, with Petty coming on strong in third place and then taking Yarborough for second. Not long afterwards he had a hair-raising moment as a tyre shredded coming round the long tight turn three and four banking. Normally he would have been straight into the wall but with the special inner safety band fitted to the Goodyear tyres he was able to keep control and guide his car into the pits for a new tyre. This mishap dropped him to fourth spot behind Isaacs who was being fast overhauled by Baker and Yarborough. Yarborough slowly closed the gap on Baker and by half distance these two were nose to tail as they had been at the start. Isaacs and Petty were

now a lap in arrears.

Lap 103 saw Baker in the pits for fuel and right side tyres, joining the race 13½ s later. Yarborough did the same a lap later and stayed in second spot with an 18½ s stop. Meanwhile Petty, who had got by Isaacs, were both back on the same lap. The dice for the lead was a heart-stopper, for both drivers were on the limit and giving no quarter. When a slight rain shower dampened turn four they responded with a 4 mph greater entry speed into the corners, Yarborough twice hanging the back out so much that his Chev brushed the wall exiting at 185 mph! This was really something. On the banking Yarborough's car was cornering so much that Baker must have been able to see his face through the side window. Something had to go and the crowd were all standing to see it when it did.

After 80 laps without a caution, lap 155 saw more excitement (as if there was not enough already) when John Utsman's '72 Dodge blew its engine in front of the pits, the oil inside immediately igniting over the exhaust pipes and sending a great sheet of flame out of the back. As he spun right across the tracks of Robbins' car and came to rest on the infield he edged another car off with him although he managed to keep things rolling. This proved a major factor in Petty's advantage for he was able to pit on schedule under the yellow while the extra stop made by Baker at this time let Petty within striking distance.

Yarborough also breathed a sigh of relief at the sight of the yellows and still right on Baker's tail he told his pit he was coming in for more oil and reported fluctuating oil pressure. Too late, he cried, for as he went into turn one before making his stop the engine blew in a sheet of flame as well. Allison's strong run came to naught shortly before that when early ignition problems manifested themselves with a broken distributor drive. Martin was another out of the race with no oil pressure. The Matador was another non-runner by that stage after several stops with handling problems which was finally traced to something astray at the rear end.

The stops for the blown engines brought Petty right on Baker's tail and despite another cautionary stop to take on fresh tyres while the yellow was still out to last the race, Petty was suddenly right there, much to the upset of Baker who had not had a chance to breathe all day. He had kept his nose in front for most of the day, how-

ever, and with \$100 a lap for the race leader he was slowly getting rich... but earning every penny of it. Petty stuck to Baker like glue, and with Isaacs now two laps in arrears it was a two-car dice for the lead. Baker's car proved to still have the edge, however, and try as he would Petty could only get ahead for half a lap as the two cars raced nose to tail and often seemed to be touching.

Both cars would have to make one final stop, and the tension built for this last stop, light relief being supplied by Joe Frasson and his '73 Dodge which he brought into the pits with a flat tyre and then could not stop for he had no brakes. After a sideways up the grass he went around for another lap only to return too fast, overshoot his pit again and then try to bring the car to a stop against the wall. That failed also, so a quick spin around the stars and stripes faced him the other way and he did the same again to get back into his pit.

Petty stopped first with 11 laps to go. He roared into the pits with rear tyres locked up and great clouds of rubber smoke, and after taking on a can of fuel returned 8.5 s later to the fray. Baker did the same next time round and with a less dramatic entry and a slower take-off rejoined the race a few seconds behind Petty. Baker was out for a win, and, driving like fury, he slowly started to haul in Petty at around 1 s a lap. It looked as if he would get his first 500 win, but with six laps to go Baker's engine could take no more and the Dodge rolled to a halt. Petty was a clear two laps ahead of Isaacs, three laps clear of Dick Brooks' '73 Dodge, four laps clear of A. J. Foyt's '73 Chevrolet and Hershall McGriff's '72 Plymouth. Six laps in arrears, Baker was still classified sixth, although this could not have been much of a consolation after working so hard to be beaten by six laps.

An overjoyed Granatelli said, "Today I have done it all—Indy and now Daytona!" In answer to the question, who kissed the better, Andretti or Petty, he said, "Andretti is just a beginner." Perhaps it was Petty's new moustache he liked.

Daytona 500									
Daytona Beach, February 18									
NASCAR round 2									
200 laps, 500 miles									
1	R. Petty	1971 Dodge	3	h	10	m	50	s	
2	B. Baker	1973 Ford	198	sps					
3	D. Brooks	1973 Dodge	197						
4	A. Foyt	1973 Chevy	196						
5	H. McGriff	1972 Plymouth	196						
6	B. Allison	1973 Chevy	194						
7	J. Mylon	1971 Mercury	194						
8	M. Utsman	1972 Mercury	193						
9	B. Andretti	1972 Plymouth	190						
10	V. Parsons	1971 Mercury	190						
Fastest lap: not heard									

Stig Blomqvist and Saab complete their hat-trick

By John Davenport

Pictures Hugh Bishop

The Swedish Rally of 1973 will be remembered for two things: an incredible driving performance by Stig Blomqvist in a Saab V4 and the fact that studded tyres were forbidden in this winter rally. Of the two, by far the most pleasant to contemplate was this third consecutive outright win in the Swedish Rally for Stig Blomqvist, Arne Hertz and their Saab V4. After seven stages, they had a lead of almost five minutes to the next car, another Saab driven by Per Eklund and Rolf Carlsson, but then a faulty petrol pump cost them 12 minutes penalty and they had to fight very hard indeed to come back and win by two and a half minutes at the finish.



Victor Stig Blomqvist flings his narrow-tyred Saab sideways without studs.

The question of the studded tyre ban is less attractive; in many ways it resembles the controversy over whether women should wear bras or not, for there are strong opinions in both spheres but little reasoned technical sense. There is another similarity in that those women who are suitably endowed to present themselves in public without support argue in favour of a bra-less world for much the same reasons that car manufacturers in whose cars the engines are mounted over the driven wheels do not make any protest against a stud-less rally. For example, the local Swedish GM Dealer Team who were Swedish Rally champions last year protested against the ban by not entering any cars in the rally and were followed in this example by the dealers who support some of the local BMW drivers. There is no doubt that the rally made itself a talking point by the decision to ban studded tyres but the drivers generally agreed that they didn't like it and if you consider that there was no official request from the government to ban them, it all seems a bit unnecessary.

Behind the two Saabs in the general classification came something which was a bit of a revelation. It was nothing less than a works Renault Alpine driven by Jean-Luc Therier and Marcel Callewaerts. The car itself was a surprise with its 15 inch Renault R8 tin wheels and de-tuned engine, but its performance is even more remarkable if you consider that Therier had been married on the previous Saturday and that he and Callewaerts arrived just a short time before the start, never reced a stage, and just borrowed pace notes from Jean-Pierre Nicolas. To commemorate this feat, the rally organisers gave a special prize to Therier's wife for letting him break off his honeymoon and come to drive the rally!

In fourth place was the Lancia-Marlboro of Harry Kallstrom/Claes Billstam who, although beaten by the Renault Alpine, at least reversed their Monte Carlo indignity where they were pipped at the post by a Fiat for one second, and finished ahead of Hakan Lindberg/Solve Andreasson in a 124

Abarth Spyder. Sixth place went to Bjorn Waldegaard and Hans Thorsellus in a Group 2 VW 1302 S who were almost 17 m behind the Fiat which was neatly accounted for by the fact that they had been stopped 16 m on a stage with carburettor icing.

As usual, the rally, though organised by the KAK in Stockholm, was centred on the town of Karlstad as the roads used for its special stages are supplied by the timber firm of Billerud and Karlstad is the capital of its domain. The route comprised two almost exactly similar loops of 18 hours each with 15 special stages. There should have been 18 but the river at Stallet where a stage is normally ploughed out on the ice was not sufficiently frozen and it had to be missed. But what was left was quite a lot for most of the stages were over 20 kms long and some were almost 40 kms. As to the surface on which the drivers had to try to get a grip without studs, the conditions for the rally were quite good. The whole of Europe has had a very mild winter as the unhappy owners of ski hotels will tell you, and one week before the Swedish Rally there was very little snow to be found and the dirt roads used as stages were just covered with a glaze of ice. Then two days before the rally, it started to snow and never really stopped throughout the event. Thus there was at least some snow to get a grip on though there was not much ploughing done on the roads either before or during the rally and thus the driving surface tended to become a slurry of soft snow on top of ice and because of the lack of snow plus the small amount of ploughing, the snow banks which normally help to retain the cars on the road were too small to assist very much.

The 60-odd cars which were competing in the Swedish Rally started from Karlstad just before dark on Thursday evening. They were to be joined on their second loop on Friday by a horde of Group 1 VWs and Ford Mexicos competing in their own special events but for the moment they were on their own. There had been few dramas before the start though Bo Reinicke had been taken ill and had to

be replaced in Per Eklund's car by one of the Saab mechanics, Rolf Carlsson. Frederick Donner, one of the few Finnish entries, has now forsaken his Rover 3500 for the Opel Ascona 1900 that Tapio Rainio drove on the RAC Rally but it had a blown cylinder head gasket and he had to scrutineer very early in order to have time to change it before the rally started. Incidentally, it is always interesting to see the problems that rally organisers have with getting a grasp on foreign names. Bernard Darniche found himself abbreviated in the programme to "Darnich" while Tony Pond in the Norman Reeves Mexico found himself co-driven by that well-known gentleman, "Frances Kobb." Perhaps the best one was to find that Therier was to be co-driven by a Swede called "Calle Waertsmarcel".

The first stage saw Stig Blomqvist predictably fastest from Ove Andersson/Per Sodano in a Lancia Marlboro with Bjorn Waldegaard and Harry Kallstrom the only other two drivers to get within a minute of him. On the second stage, Bernard Darniche/Alain Mahé came to grief in one of the two Renault Gordini R12s entered by the factory when they slid wide in a place where the snow plough had ridden over the edge of the ditch and got stuck with two wheels down in it. They would almost certainly have got going again within the lateness time but for the fact that in order to get the car out without assistance they would have had to bounce the back round until the car was broadside over the road and naturally this was difficult to do with cars coming every minute or so. Eventually when there were no more cars, they did it but then they were beyond the maximum lateness and had to retire. Just a few kilometres down the road from them a similar problem had struck Ove Andersson. Having returned to Lancia for this one event after several years away from front-wheel drive, the tall Swede was showing that he had lost none of his talent for left foot braking but on the second stage he had been caught out by a vagary of the snow-plough. He had gone wide over a crest to prepare for a fast left only to find that the snow bank swooped in on him again. The front wheel of the Lancia caught and he was off. It took them an hour and a half to get the car back on the road and that was only possible when two spectators happened to come along so they were out.

This stage also lost the rally one of its few British private entrants when the Porsche 911 of Jeffrey York/Norman Jones from Wolverhampton and South Staffs CC savaged a ditch seven kms from the start and lay at rest for an hour or two. Determined not to miss much, they and their service crew went out on the second half to service one of the Ford Mexicos. On the third stage, Bjorn Waldegaard came to a halt in his VW with what he thought was a lack of fuel. The car was prepared to Group 2 with twin carburetors but only had a four speed gearbox and a small petrol tank so he thought that the tank must be empty. They asked some spectators for petrol but nobody had

Gordon Armstrong's Mexico—it retired.





Eklund goes off on Hagfors.

any in a can and they had to take the VW windscreen washer bottle, unscrew the plug from the bottom of someone's tank and transfer the petrol like that. It was only when they went to re-start that they found that there was plenty of petrol in the tank and it had just been icing in the carburettors, so they had lost 16 m for almost nothing.

Next man to have problems was Jean-Pierre Nicolas who spun on stage five and was sorting it out and trying to find a place to turn round when Roger Johansson arrived with the Team Saab Sport and Rally Saab V4. Nicolas obligingly backed up to let him past but in doing so dropped a wheel in the ditch from which it took him and Michel



Håken Lindberg with Solve Andreasson managed 5th place with their Fiat Abarth 124 Spider.

Vin 25 m to extricate themselves and the R12 Gordini. On the way to SS 6, Harry Kallström/Claes Bilstam had the misfortune to hit an elk which ran across the road in front of them. They only collected the rear legs of the animal but it was sufficient to break their windscreen. Now after the finish of stage six, there was a technical scrutineering check and the scrutineers told Kallström that according to Swedish national rally regulations he would have to replace the screen as soon as possible or he would not be allowed to continue. Kallström and Bilstam were naturally very keen to have the

screen changed as soon as possible but the only place where there was time and a spare screen was in the halt at Torsby so they drove the next five stages in bitter cold and falling snow. At the halt the cars were in *parc fermé* for over an hour but the organisers took the strange decision not to let the Lancia mechanics or even the drivers go in to change the screen. It would appear that there is some sort of conflict between the national and international regulations for normally in matters of safety like flat tyres, leaking tanks and broken screens, people are allowed into *parc fermé* to repair them. In any case, it made Kallström very annoyed and almost certainly cost him a place in the final classification for he had to go as first car on the four stages from Torsby to the half way halt and snow-plough his way through with no screen and this cost him 5 m 47 s to Therier.

The reason that Kallström was first on the road after Torsby was because Stig Blomqvist, Arne Hertz stopped after the stage on the frozen lake near Vansbro. Their Saab seemed to be short of fuel and it was first thought to be the carburettor which was changed after stage eight where for the first time in the rally Blomqvist did not set fastest time. This gave no improvement and on stage nine he lost to Lindberg's Fiat which set fastest time. It was then that the Saab mechanics discovered that the fault lay with the petrol pump and it wasn't just a case of changing that either. The problem lay with the shaft that comes off the camshaft on the Taunus V4 engine and pushes the diaphragm of the pump to and fro. This had somehow split at its inner end and was not getting sufficient stroke to supply the petrol. The problem was to unfix the inner end and as this was going to take some time, they fixed it temporarily by removing a quarter of inch thick fibre heat insulating gasket between the pump and the cylinder block thus restoring nearly all the throw on the shaft. Despite this hasty solution, the Saab lost 20 m on the road section between stage nine and 10 and though this is penalised at only half the rate for stages, it was a heavy penalty to have to try to pull back. Again on stage 12, the pump played up and the problem was finally cured in Torsby by managing to change the shaft itself and fitting a new pump. The most bizarre aspect of this story was that the chief engineer at Saab's competition department had had just such a failure on an engine that he had been running on the test bed that afternoon and he had been trying desperately to ring one of the Saab team to tell them to change the part before the rally started but had failed to find any of them.

The last stage on this first lap was the very well known one at Långjohanstorp but it has now earned itself a black spot in Scottish rally circles for it claimed two Scots drivers. Andrew Smith who was driving his wife's shopping BMW 2002 with Sture Bostrom slid off into a snowbank without doing any damage but got stuck too long to continue. Gordon Armstrong/Bryan McCleary



Very sideways goes the Renault 12 Gordini of Jean Pierre Nicolas (above). Waldegaard's VW 1303 'S' shows its superb traction from the start line (below).



In the only Escort Mexico to do both halves of the rally struck the iron bridge just a few kilometres before the end of the stage and removed a front wing and the suspension on that side.

The rally thus came back into Karistad with Per Eklund leading by just four minutes and eleven seconds from Blomqvist with Therier close behind. Kallstrom was 1 m 27 s after the Alpine and then there were quite respectable gaps to Lindberg. Lars Nystrom in another VW and Per-Inge Walfridsson's Volvo 144 S. The re-start was a little later on the Friday than it had been on Thursday so that the race at the trotting track with which it commenced could thus draw the largest possible crowd. There were several problems with having this race at the start of a loop. The cars race against each other in fours starting together and each race takes about 10 m to hold from the time that one set of four cars enters the arena until the next four do so. This means that the rally gets spread out over twice the time that should be needed if cars were to run at proper one minute intervals. It also meant in effect that although the order of departure for the second loop appeared to be fixed, it in fact depended on who won each race as to the order within that four. Kallstrom who was in the first race and had the experience already of opening the road was quite enough to play it cool and lose the race thus letting Therier and Lindberg lead off into the fresh snow on the stages. For Therier this was nearly fatal for he went off on the first stage and removed the bolt retaining the ball joint on the front suspension upright. He drove out of the stage with the wheel hanging in the arch but the Renault mechanics didn't have a spare part so they had to cobble it together with some big washers and a smaller

bolt. This lash-up held together for five stages until Jacques Cheinisse, Alpine team manager, had knocked up a Renault agent and obtained an RS ball joint and bolt which was promptly fitted.

Of course, now the Mexicos and VWs had joined in the fray there was a bit more excitement for the spectators. The VWs were all Group 1 and this meant that they were without 'modified' differentials so thoughtfully homologated by Ford for their Group 1 masterpieces. Consequently, they were more than somewhat uncontrollable on the exits to corners and SS 23 had no fewer than 12 of the VW-Cup competitors digging themselves out from banks. They were so much slower than the Mexicos which had started behind them that there was quite a lot of baulking and both Andy Dawson/John Davenport and Tony Pond/Frances Cobb lost time in the first few stages because of it. One of the big attractions of the Mexico event was the participation of Ronnie Peterson/Torsten Palm and Reine Wisell/Gunnar Trygg in two cars entered by Ford Stockholm. There was a bit of a flurry before the rally as it was discovered that most of the Swedish cars did not comply with the Ford homologation form as they had been supplied with Rally Pack seats and RS wheels but they were all allowed to start. However, Mr Peterson left the road on the first stage after finishing second to Wisell on the trotting track, so for the rest of the crowds, there was only one racing driver to watch as he battled with rally conditions. Newton Wright/Chris Gray left the road on stage 22 and took too long getting back to continue but generally the retirement rate of Mexicos was never as high as for the VWs.

In the main rally, Blomqvist was going all out to reduce Eklund's lead and naturally

Eklund wasn't going to surrender it without a fight. Their struggle carried them well clear of the rest of the field but by stage 27 Blomqvist was through into a 14 s lead and he continued to draw away from his team mate until the finish. Lars Nystrom with his father, Gunnar, co-driving for him was hanging on to sixth place in the second of the Group 2 VWs but then between stages 29 and 30 his crankshaft pulley broke and they had to retire as they were miles from a service point. Waldegaard was pulling up well and two stages later was to re-take sixth place for VW by passing Bror Danielsson/Bo Sundberg in the Continental shod BMW 2002Ti.

Jean-Pierre Nicolas had another short excursion in the R12 Gordini which cost him 10 m while Robin Hillyar/Mark Birley in the Annabels-entered Mexico had similar experiences which culminated in a 20 yd excursion on stage 33 and the end of their rally. Hillyar remarked afterwards that it was quite possible to do the rally without studs but only if you had some sort of pace notes as well! On the frozen lake, stage 27, both Pond and Dawson had several spins and had to be pushed going again, but Pond was even more fortunate when he left the road on the very last stage of the rally—again Langjohannstorp—in that he got it back on to the road again in just 7 m and was thus able to hang on to his third place in the Mexico event. Dawson eventually finished fifth after losing several minutes playing hide-and-seek behind a tree on stage 34 after which the Willment-entered Mexico had to be almost bodily carried back to the road with the aid of spectators.

Thus the rally finished with another victory for Saab who now take second place behind Renault in the World Championship table. There did look at one point before the prize-giving as if there might be a scandal involving tyres but it all fizzled out. What caused it was the old standing feud between Hakan Lindberg/Pirelli and the governing body of Swedish motor sport which had been very much in the forefront of the stud dispute last year. Pirelli are well known for their very worthwhile developments in rally tyres and it was only natural that they should come up with something for this event with similar plastic and naturally someone thought of objecting to them for the regulations state that "studs will be defined as objects that had rubber inserts coated with teflon or some studs banned. They arrived with tyres which differ in material or hardness from that of the tread of the tyre . . . (and) are intended to project outside the tread surface".

The stewards decided after some length not to allow such a protest, presumably on the grounds that since the inserts were principally made of rubber it was going to be a matter of some precision as which was harder, insert or tread. There had also been a problem earlier concerning the Dunlop tyres which had been made and supplied to Saab and VW but the story goes that Prince Bertil, chairman of the rally committee, had come to see these tyres and accepted Dunlop's explanation that they were catalogued but a proper mould had not yet been made which was why they were hand cut. The story also goes that Dunlop will now stamp all their tyres sold in Sweden with "by appointment." Incidentally, John Guy of Dunlop had brought over sufficient of these tyres to let Per-Inge Walfridsson have some for the second half of the rally. Anyway, all controversy over tyres seemed to be fairly adequately squashed though it did delay the results a bit and there were then further delays as some of the times had been badly converted from minutes and seconds to a total of seconds. This seemed particularly to affect the Renault drivers who were complaining bitterly until everything had been set to rights.

The rally ball and prizegiving was protracted by this but the acclaim for Blomqvist was by no means diminished by wailing and the Stadshotell was a more congenial place for the party than the old stamping ground of the Sandgrun Restaurant.

Special stage times

SS 1	5:12 B. M. G. 945 1. Saab V4 940 2. Ove Andersson 940 3. Per Eklund 941 4. Jean-Luc Therier 942 5. Hakan Lindberg 943 6. Lars Nystrom 944 7. Bror Danielsson 945 8. Tony Pond 946 9. Andy Dawson 947 10. John Davenport 948 11. Frances Cobb 949 12. Ronnie Peterson 950 13. Torsten Palm 951 14. Reine Wisell 952 15. Gunnar Trygg 953 16. Newton Wright 954 13. Chris Gray 955 14. Bror Danielsson 956 15. Bo Sundberg 957 16. Per-Inge Walfridsson 958 17. Volvo 144 S 959 18. Hakan Lindberg 960 19. Pirelli 961 20. Pirelli 962 21. Pirelli 963 22. Pirelli 964 23. Pirelli 965 24. Pirelli 966 25. Pirelli 967 26. Pirelli 968 27. Pirelli 969 28. Pirelli 970 29. Pirelli 971 30. Pirelli 972 31. Pirelli 973 32. Pirelli 974 33. Pirelli 975 34. Pirelli 976 35. Pirelli 977 36. Pirelli 978 37. Pirelli 979 38. Pirelli 980 39. Pirelli 981 40. Pirelli 982 41. Pirelli 983 42. Pirelli 984 43. Pirelli 985 44. Pirelli 986 45. Pirelli 987 46. Pirelli 988 47. Pirelli 989 48. Pirelli 990 49. Pirelli 991 50. Pirelli 992 51. Pirelli 993 52. Pirelli 994 53. Pirelli 995 54. Pirelli 996 55. Pirelli 997 56. Pirelli 998 57. Pirelli 999 58. Pirelli 1000
SS 2	5:12 B. M. G. 945 1. Saab V4 940 2. Ove Andersson 940 3. Per Eklund 941 4. Jean-Luc Therier 942 5. Hakan Lindberg 943 6. Lars Nystrom 944 7. Bror Danielsson 945 8. Tony Pond 946 9. Andy Dawson 947 10. John Davenport 948 11. Frances Cobb 949 12. Ronnie Peterson 950 13. Torsten Palm 951 14. Reine Wisell 952 15. Gunnar Trygg 953 16. Newton Wright 954 13. Chris Gray 955 14. Bror Danielsson 956 15. Bo Sundberg 957 16. Per-Inge Walfridsson 958 17. Volvo 144 S 959 18. Hakan Lindberg 960 19. Pirelli 961 20. Pirelli 962 21. Pirelli 963 22. Pirelli 964 23. Pirelli 965 24. Pirelli 966 25. Pirelli 967 26. Pirelli 968 27. Pirelli 969 28. Pirelli 970 29. Pirelli 971 30. Pirelli 972 31. Pirelli 973 32. Pirelli 974 33. Pirelli 975 34. Pirelli 976 35. Pirelli 977 36. Pirelli 978 37. Pirelli 979 38. Pirelli 980 39. Pirelli 981 40. Pirelli 982 41. Pirelli 983 42. Pirelli 984 43. Pirelli 985 44. Pirelli 986 45. Pirelli 987 46. Pirelli 988 47. Pirelli 989 48. Pirelli 990 49. Pirelli 991 50. Pirelli 992 51. Pirelli 993 52. Pirelli 994 53. Pirelli 995 54. Pirelli 996 55. Pirelli 997 56. Pirelli 998 57. Pirelli 999 58. Pirelli 1000
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SS 4	5:12 B. M. G. 945 1. Saab V4 940 2. Ove Andersson 940 3. Per Eklund 941 4. Jean-Luc Therier 942 5. Hakan Lindberg 943 6. Lars Nystrom 944 7. Bror Danielsson 945 8. Tony Pond 946 9. Andy Dawson 947 10. John Davenport 948 11. Frances Cobb 949 12. Ronnie Peterson 950 13. Torsten Palm 951 14. Reine Wisell 952 15. Gunnar Trygg 953 16. Newton Wright 954 13. Chris Gray 955 14. Bror Danielsson 956 15. Bo Sundberg 957 16. Per-Inge Walfridsson 958 17. Volvo 144 S 959 18. Hakan Lindberg 960 19. Pirelli 961 20. Pirelli 962 21. Pirelli 963 22. Pirelli 964 23. Pirelli 965 24. Pirelli 966 25. Pirelli 967 26. Pirelli 968 27. Pirelli 969 28. Pirelli 970 29. Pirelli 971 30. Pirelli 972 31. Pirelli 973 32. Pirelli 974 33. Pirelli 975 34. Pirelli 976 35. Pirelli 977 36. Pirelli 978 37. Pirelli 979 38. Pirelli 980 39. Pirelli 981 40. Pirelli 982 41. Pirelli 983 42. Pirelli 984 43. Pirelli 985 44. Pirelli 986 45. Pirelli 987 46. Pirelli 988 47. Pirelli 989 48. Pirelli 990 49. Pirelli 991 50. Pirelli 992 51. Pirelli 993 52. Pirelli 994 53. Pirelli 995 54. Pirelli 996 55. Pirelli 997 56. Pirelli 998 57. Pirelli 999 58. Pirelli 1000
SS 5	5:12 B. M. G. 945 1. Saab V4 940 2. Ove Andersson 940 3. Per Eklund 941 4. Jean-Luc Therier 942 5. Hakan Lindberg 943 6. Lars Nystrom 944 7. Bror Danielsson 945 8. Tony Pond 946 9. Andy Dawson 947 10. John Davenport 948 11. Frances Cobb 949 12. Ronnie Peterson 950 13. Torsten Palm 951 14. Reine Wisell 952 15. Gunnar Trygg 953 16. Newton Wright 954 13. Chris Gray 955 14. Bror Danielsson 956 15. Bo Sundberg 957 16. Per-Inge Walfridsson 958 17. Volvo 144 S 959 18. Hakan Lindberg 960 19. Pirelli 961 20. Pirelli 962 21. Pirelli 963 22. Pirelli 964 23. Pirelli 965 24. Pirelli 966 25. Pirelli 967 26. Pirelli 968 27. Pirelli 969 28. Pirelli 970 29. Pirelli 971 30. Pirelli 972 31. Pirelli 973 32. Pirelli 974 33. Pirelli 975 34. Pirelli 976 35. Pirelli 977 36. Pirelli 978 37. Pirelli 979 38. Pirelli 980 39. Pirelli 981 40. Pirelli 982 41. Pirelli 983 42. Pirelli 984 43. Pirelli 985 44. Pirelli 986 45. Pirelli 987 46. Pirelli 988 47. Pirelli 989 48. Pirelli 990 49. Pirelli 991 50. Pirelli 992 51. Pirelli 993 52. Pirelli 994 53. Pirelli 995 54. Pirelli 996 55. Pirelli 997 56. Pirelli 998 57. Pirelli 999 58. Pirelli 1000
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SS 7	5:12 B. M. G. 945 1. Saab V4 940 2. Ove Andersson 940 3. Per Eklund 941 4. Jean-Luc Therier 942 5. Hakan Lindberg 943 6. Lars Nystrom 944 7. Bror Danielsson 945 8. Tony Pond 946 9. Andy Dawson 947 10. John Davenport 948 11. Frances Cobb 949 12. Ronnie Peterson 950 13. Torsten Palm 951 14. Reine Wisell 952 15. Gunnar Trygg 953 16. Newton Wright 954 13. Chris Gray 955 14. Bror Danielsson 956 15. Bo Sundberg 957 16. Per-Inge Walfridsson 958 17. Volvo 144 S 959 18. Hakan Lindberg 960 19. Pirelli 961 20. Pirelli 962 21. Pirelli 963 22. Pirelli 964 23. Pirelli 965 24. Pirelli 966 25. Pirelli 967 26. Pirelli 968 27. Pirelli 969 28. Pirelli 970 29. Pirelli 971 30. Pirelli 972 31. Pirelli 973 32. Pirelli 974 33. Pirelli 975 34. Pirelli 976 35. Pirelli 977 36. Pirelli 978 37. Pirelli 979 38. Pirelli 980 39. Pirelli 981 40. Pirelli 982 41. Pirelli 983 42. Pirelli 984 43. Pirelli 985 44. Pirelli 986 45. Pirelli 987 46. Pirelli 988 47. Pirelli 989 48. Pirelli 990 49. Pirelli 991 50. Pirelli 992 51. Pirelli 993 52. Pirelli 994 53. Pirelli 995 54. Pirelli 996 55. Pirelli 997 56. Pirelli 998 57. Pirelli 999 58. Pirelli 1000
SS 8	5:12 B. M. G. 945 1. Saab V4 940 2. Ove Andersson 940 3. Per Eklund 941 4. Jean-Luc Therier 942 5. Hakan Lindberg 943 6. Lars Nystrom 944 7. Bror Danielsson 945 8. Tony Pond 946 9. Andy Dawson 947 10. John Davenport 948 11. Frances Cobb 949 12. Ronnie Peterson 950 13. Torsten Palm 951 14. Reine Wisell 952 15. Gunnar Trygg 953 16. Newton Wright 954 13. Chris Gray 955 14. Bror Danielsson 956 15. Bo Sundberg 957 16. Per-Inge Walfridsson 958 17. Volvo 144 S 959 18. Hakan Lindberg 960 19. Pirelli 961 20. Pirelli 962 21. Pirelli 963 22. Pirelli 964 23. Pirelli 965 24. Pirelli 966 25. Pirelli 967 26. Pirelli 968 27. Pirelli 969 28. Pirelli 970 29. Pirelli 971 30. Pirelli 972 31. Pirelli 973 32. Pirelli 974 33. Pirelli 975 34. Pirelli 976 35. Pirelli 977 36. Pirelli 978 37. Pirelli 979 38. Pirelli 980 39. Pirelli 981 40. Pirelli 982 41. Pirelli 983 42. Pirelli 984 43. Pirelli 985 44. Pirelli 986 45. Pirelli 987 46. Pirelli 988 47. Pirelli 989 48. Pirelli 990 49. Pirelli 991 50. Pirelli 992 51. Pirelli 993 52. Pirelli 994 53. Pirelli 995 54. Pirelli 996 55. Pirelli 997 56. Pirelli 998 57. Pirelli 999 58. Pirelli 1000
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ROAD TEST REVIEW

SPECIFICATION AND PERFORMANCE DATA

Car tested: Fiat 128 Coupé 1500 SL, price £1,398.60 (including tax)

Engine: Four cylinders 84 mm x 55.5 mm (1,290 cc), compression ratio 9.8 to 1, 75 bhp (net) at 2600 rpm, belt-driven overhead camshaft, Weber twin-choke downdraught carburettor

Transmission: Single dry-plate clutch, four-speed all-synchromesh gearbox with central control, ratios 1.04, 1.45, 2.24, and 3.58 to 1, helical spur gear drive to front wheels

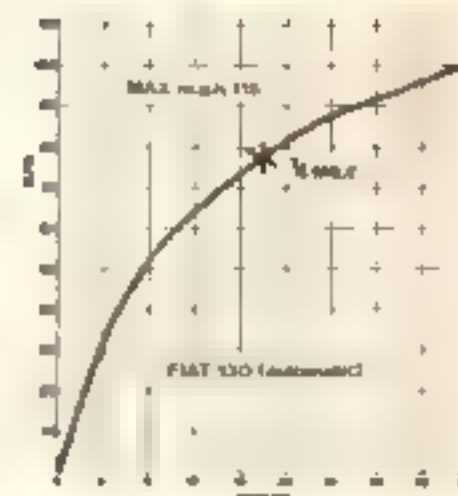
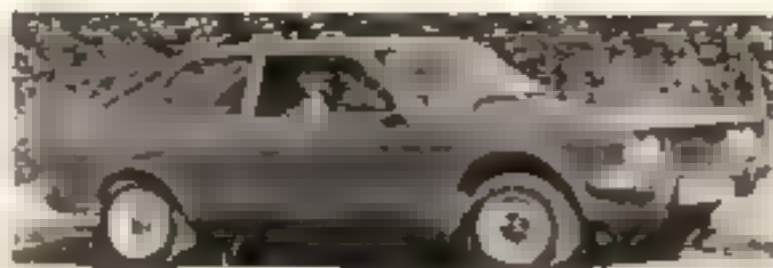
Chassis: Combined steel body and chassis, independent suspension all round by MacPherson struts and lower wishbones with 10 springs in front and transverse leaf behind, rack and pinion steering, servo-assisted disc front and drum rear, brakes, both on disc wheels fitted 145 13 radial ply tyres

Equipment: 12 volt lighting and starting with a converter, speedometer, rev counter, fuel and temperature gauges, heating, demisting and ventilation system with electrically heated rear window, flashing direction indicators, reversing lights

Dimensions: Wheelbase 7ft 1.5 in, track 4 ft 4.4 in, overall length 12 ft 4 in, width 5 ft 1.5 in, weight, 16 cwt

Performance: Maximum speed, 100 mph. Speeds in gears: third, 75 mph, second, 50 mph, first, 32 mph. Standing quarter mile, 17.9. Acceleration: 0-50 mph, 14.4, 0-50 mph, 17.4, 0-60 mph, 11.0, 0-80 mph, 7.1

Fuel consumption: 28 to 34 mpg.



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SPECIFICATION AND PERFORMANCE DATA

Car tested: DAF 685L 2 door sedan

Engine: Four cylinders 70 mm x 72 mm (1108 cc) Compression ratio 10 to 1 55 bhp net, at 5600 rpm Pushrod operated overhead valves
50 mm horizontal carburettor

Transmission: Automatic clutch Spiral bevel drive to back on expanding pulleys with centrifuge and vacuum control Final drive by helical spur gears differential and drive shafts with constant velocity joints Overall ratios 14.22 to 3.60 to 1

Chassis: Combined steel body and chassis Independent front suspension by MacPherson struts and torsion bars Rack and pinion steering gear De Dion rear axle on semi-elliptic springs rear springs with single radius arm Dual circuit hydraulic brakes with front discs and struts on SL model 155x13 radial ply tyres on both disc wheels

Equipment: Two voltage lighting and starting with alternator Speedometer fuel and water temperature gauges Heating demisting and ventilation system Two speed windshield wipers and washers Flashing direction indicators Reversing light

Dimensions: Wheelbase 7ft 4.6in Track 4ft 2.4in Overall length 12ft 7in Width 5ft Weight 15½ cwt

Performance: Maximum speed 85mph (approx)

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HUNTER GLS ROAD TEST REVIEW

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Hillman Hunter GLS four-door saloon, price £1,320, overdrive £80, including tax.

Engine: Four cylinders 81.5 mm x 82.5 mm (1125 cc), compression ratio 9.6 to 1, 93 bhp (net) at 5200 rpm, pushrod-operated overhead valves, two Weber twin choke carburettors.

Transmission: Five dry plate clutch, four-speed all-synchromesh gearbox, ratios 1.0, 1.296, 1.995 and 3.122 to 1, Laycock 48. No many's overdrive, ratio 0.805 to 1, open propeller shaft, hypoid rear axle ratio 3.89 to 1.

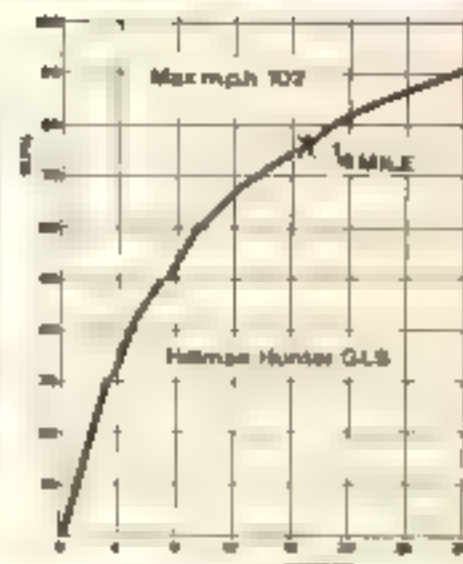
Chassis: Combined steel body and chassis, MacPherson independent front suspension with coil springs and anti-roll bar, rear axle with leaf spring gear, rear axle on semi-elliptic springs with telescopic dampers, servo-assisted (disc front and drum rear) brakes, ball-on-rod wheels, 145 HR 13 radial ply tyres.

Equipment: 12 volt lighting and starting, speedometer, rev-counter, ammeter, oil pressure, water temperature and fuel gauges, heater, demister, and vent air on system with electrically heated rear window, two-speed wipers, door and washers, parking direction indicator.

Dimensions: Wheelbase 87 1/2 in, track 4 ft 4 1/4 in, overall length 140 1/4 in, width 57 1/4 in, weight 1812 cwt.

Performance: Max. min. speed 102 mph. Speeds in gears—direct top 100 mph, overdrive third, 97 mph, third 77 mph, second 50 mph, first 35 mph. Standing quarter mile 17.2 s. Acceleration—0-30 mph 3.0 s, 0-50 mph 7.0 s, 0-60 mph 9.5 s, 0-80 mph 18.4 s, 0-90 mph 27.4 s.

Fuel consumption: 20 to 25 mpg.



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Trident Rally

Owing to recent problems affecting the use of Ministry of Defence land together with the recent award of the ACSMC Forestry Commission allocation for 1973 the revised date for Croydon and District Motor Club's Trident Rally will be Sunday, September 2.

The event, which is being sponsored by Trident Petroleum will incorporate at least 50 miles of stages in the Surrey, Sussex and Hampshire areas including the possibility of Forestry Commission land. The rally will be a qualifying round for the Esso Uniflow BTRDA Championship as well as a qualifier towards the ACSMC and LCAMC Rally Championships.

Salopian

Details of the Salopian Rallye, a closed co-promotional event, have been announced. The 180-mile event scheduled for March 17-18 will be over maps 117 and 118. The route is claimed to be interesting and demanding and the organisers wish to stress that the entire route has been thoroughly checked-out by their public relations team. Start will be at the Heath Café, Fernhill, 118/653(306) with first car off at 22.15. A big entry is expected and extra marshals are requested. Anyone interested should contact The Chief Marshal: Phil West, 23 Walton Way, Falke, Stoke-on-Trent. Tel: Kidsgrove 4878.

Roskirk Trophy

Regulations for South Shore (Blackpool) Motor Club's Roskirk Trophy Rally scheduled for March 10/11 are out now. The rally is named in the memory of its two former stalwarts, Roy Kirkham and Jeff Rostrom who lost their lives so tragically in a speedboat accident in Morecambe Bay. The event will start from Bentley's Central Drive Garage, Blackpool, to tackle 220 miles over surfaced and unsurfaced roads. Regs. from Mrs Val Guest, 55 Kendal Avenue, Blackpool. Tel: Blackpool 31412.

Granite City

Entry list for the Granite City Rally (round 3 S.ell/The Scotsman Rally Championship, 4th round RAC Rally Championship) opens on March 1. Regulations should be available soon from Malcolm Lamont, 26 Foresters Avenue, Stoneywood, Bucksburn, Aberdeenshire. Telephone: 0224-71-3382.

Rally film from Esso

A new Esso film, produced by a Ford film unit, has just been released in colour and running for 26 minutes the film is titled "Our Man Clark" and shows Roger Clark's progress on the Seven Dales, Welsh and RAC rallies on his way to winning the championship. Linking the rally action are testing sequences including the Alpine course at Bagshot, featuring Norman Masters.



The Ford-Sure car service programme is to receive rally exposure. Initially a Mexico is to be prepared by Rallye Sport Dealers. Service Garage of Barnsley for Bob Bean to drive with Alan Greenwood navigating. Debut for the car is to be the Welsh Marches.

Trustan 23

The Wheatcroft Organisation has entered into rally sponsorship as part of an extensive campaign to promote Trustan 23, the rust converter and protector. They are sponsoring Chris Drake who will be driving under the Trustan 23 banner in his Mexico. As well as the London county championships, plans are proceeding for his sponsorship in the home international and RAC rallies later this year.

Patrick's buy

Malcolm Patrick has acquired Rodney Badham's Imp he used on the Bristows and will contend all Castrol MN rounds with Neil Wilson, starting with the Cytax. Although he was disqualified on the Bristows for using too many lights, Patrick later explained that owing to the electrical system, he could only use all the lights or none at all. Patrick's Escort has been sold. Badham has bought a Clan Crusader.

Bristowe bits

● Frank Pierson's engine apparently devoured a piston this time. A dejected Chris Cobourn from DTV could only surmise that it must have resulted from engine failure which prevented Frank starting on the Red Dragon. Barry Hughes, down to navigate both Roy Fidler and Malcolm Patrick did not arrive, so Colin Francis conducted Patrick instead, with very nearly remarkable results.

● Paul and Paula Faulkner were present, not to be noticed by Bill Barnett or even to spy the latest CCC car, but simply because Nick Chandler wanted to use his Range Rover to tow the Bond Garage of Waterlooville Mexico to the rally! Paul started the craze for exotic two cars in C/MN circles, last rally Bob produced another Range Rover, and this time Alan Conley brought a low-loader Transit for the Clan.

● Bill Gwynne retired the ex-Gordon King Renault Gordini when the oil pipe to the cooler burst and ran the bearings. Bill Wood states that the transmission failure on WNX 700H was the first since Will Sparrow sold the car. Both Nigel Rockey and Jimmy Bullough suffered manifold trouble. Rockey has had this happen on every rally with this year's Mexico. When George Hill and Keith Wood were wondering how to drive to the finish with a quarter of their wheel nuts missing, they found most of the other nuts loose as well.

● The noise test caused undue aggro, especially among Mini owners. Many cars had to take the test facing the "wrong" way, that is with their exhaust pointing away from the machine, in order to pass. Lawrie Richards was only one of several Minimen to suffer before eventually he allowed to start.

● Mike Gilgan, from Carlisle's County Garages, entered his Escort with a 2-litre alloy engine, but he started with an ordinary engine.

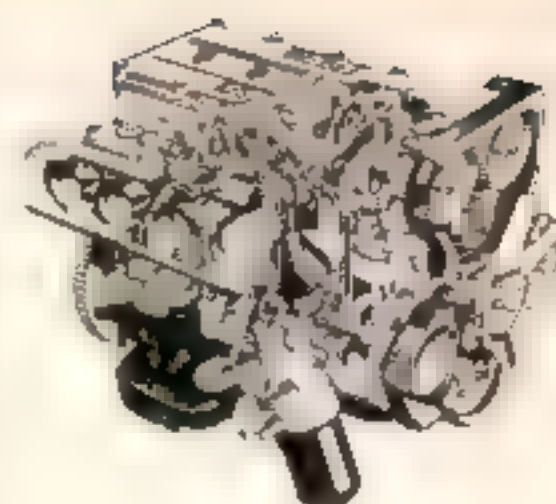
● John Thomas returned to road rally navigating after a long spell of stage co-driving, competing with Jerry Dodd. He wore some old Dunlop overalls which really showed how rallymen's fashions have changed.

● Brian Lock, the South Western champion, had clutch failure near Bideford and had to retire. He was out with a new navigator, David Edwards, as Bob Shutler is planning the bigger events with David Otter. As it happened, David unfortunately could not start, due to illness.

C/MN positions

Castrol/Motoring News positions after the Rallye Bristow are as follows: R. Brookes 25, N. Rockey 27, B. Jeffs 16, J. Edwards-Parton 12, Alan Conley 11 and D. Roderick 11 Navigators: F. White 27, J. Brown 18, D. Taylor 16, D. Davidson 12, M. Holmes 11 and M. Woodward 11.

Leading positions in the Mexico series are as follows: N. Rockey 27, R. Brookes 25, R. Bean 16, J. Edwards-Parton 15, R. Young 14, R. Platt 12.



New Rallye Sport book from Ford

A new and thoroughly up to date Ford Rallye Sport catalogue has been produced. It covers all the high performance parts marketed through Rallye Sport dealers in Britain and the Continent. Cost is 50p from any Ford Rallye Sport Dealer. It cannot be obtained directly from Ford Advanced Vehicle Operations.

LATE NEWS

South West Stages — full

The Exeter and Taunton Motor Club's South West Stages Rally scheduled for April 1 is now fully reserved. The 120-car maximum entry has 40 reserves, who have another 40 reserves in turn. There will be 20 stages totalling 50 miles and spectator sheets will be available at the Taunton start. Top entries include Paul Faulkner, Eric Jackson, Malcolm Wise and Miss Vicki Lambert who will be heading a three-car Horman's of Liverpool Opel team.

BTRDA — Gold Star Interest

The BTRDA announces enormous response to the new Esso Uniflow Gold Star Rally Championship. Success they feel is due to the planned nature of the events — filling a gap in co-ordinating a new clubmans championship based on purely special stage events. A great new interest has been unearthed and registrations have reached 600. Due to difficulties which will face intending entrants on all trying to gain a place on events, the Association has reluctantly felt compelled to close the list for Gold Star entrants to all other than existing BTRDA members. Entry lists are still open for the Association's other championship.

● Entries for the Mansfield and Sutton Observer Rally have been very healthy with more than 200 applications received. Consequently the entry list is now closed.

WORLD RALLY CHAMPIONSHIP—POSITIONS

Manufacturer	Monte Carlo	Swedish	Total
1 Renault	20	11	32
2 Saab	—	20	20
3 Lancia	3	10	13
4 Fiat	4	8	12
5 Ford	10	—	10
6 VW	—	6	6
7 BMW	—	4	4
8 Skoda	—	2	2
Datsun	2	—	2

The M23 Yardley McLaren—Ford

By John Bolster

Formula 1 cars are getting better looking and the new Yardley McLaren M23 is a leader of this trend. One of the main objects of Gordon Coppuck's latest design is to obtain extra speed on the straight, an area in which the M19C left room for improvement. The busy look of recent F1 cars has been avoided by enclosing everything within the aerodynamic shell and a complete engine and gearbox cover, extending right back to the rear wing, will also be tried. Not only is the clean shape advantageous in reducing air drag, but it must make the car much more attractive for Yardley's promotional work.

The rear profile starts with a low, wedge-shaped nose with adjustable tabs. The driver sits very far forward—"right between the front wheels," as Denny Hulme puts it—but he says that the new car is easier to handle than the old one when the tail comes out, thus refusing the old adage that a racing driver needs to sit near the rear wheels to sense angular displacement. The radiators are in line with the front of the cylinder banks, water ahead of oil, and they are within the stressed monocoque, not hung on outside with a flimsy glassfibre duct, as is more usual. This permits a structure of progressive deformability to be used, an important safety feature.

The actual construction is naturally influenced by the new regulations which come into force for the Spanish Grand Prix. The

monocoque has an inner and outer skin of 16-gauge aluminium, between which a special foam is injected by aerosol. Basically, there are two fluids which must be kept entirely separate until they are injected and they only meet in the actual spray nozzle of the gun, when the foam is produced. It was a lengthy job building the first car by this method but McLaren's have now developed the technique so that future cars will not take so long to construct. The fuel bags are well protected within the main structure.

Altered only in detail, the well-known rising-rate front suspension is retained. There are plain, wide-based wishbones at the bottom, of tubular construction as are the top ones, which are triangulated in two planes. The top links are extended inboard, where they operate separate rockers through pull-rods. These rockers apply their movement to the top of the spring damper units, the geometry being such that a rising suspension rate is obtained. This is much more progressive than the use of the usual rubber bump-stops, and in fact allows a lower ground clearance setting without danger of bottoming on the road. The variation in weight of the fuel tanks makes a far greater percentage difference to the load carried by the front wheels than the rear, so a much simpler arrangement suffices there, the rear springs being of the type which become coil bound progressively from the lower end.

The rack and pinion steering has been re-sited directly behind the top wishbones, to reduce air disturbance, and the links operating the front anti-roll bar are also totally enclosed for the same reason. The steering wheel is instantly detachable to facilitate the quick exit of the driver in the event of fire. The front stub-axes are live, running on bearings within the magnesium uprights, the ventilated disc brakes being outboard but not fully buried within the wheels—the rear brakes are inboard.

At the rear, the suspension is conventional, with adjustable top links, reversed lower wishbones, and long paired trailing arms from the monocoque. The driveshafts have no slip joints, the necessary plunging movement being absorbed within the hub bearings, though Gordon Coppuck is reluctant to give details, saying merely that the coupling is "very simple." Quite a useful slice of unsprung weight has been lost in this area compared with last year's car. The M23 is an inch longer in the wheelbase and the main body-chassis is lower but the airbox is carried in clean air well above the engine, which makes the car look higher. The main oil tank is concealed ahead of the left cylinder bank and the catch tank forms a saddle over the bell-housing. The battery is up in the nose and the Graviner cylinder lies crosswise beneath the driver's knees.

In the past, a description of a racing car was mostly a technical survey of the engine. In this case, there is no necessity to go into details for the Ford Cosworth DFV is far too well known. The 3-litre V8 has fuel injection and electronic ignition by Lucas and develops 460 bhp at 10,000 rpm. Similarly, the Borg and Beck clutch and the Hewland FG 400 five-speed gearbox are normal wear in Formula 1. This does not mean that we take these components for granted and it is the tremendous development which has taken place in these vital units that makes Grand Prix racing the spectacle that it is. A few years ago, when many races were spoilt by unreliable cars, you did not see the big-time sponsors who now back the

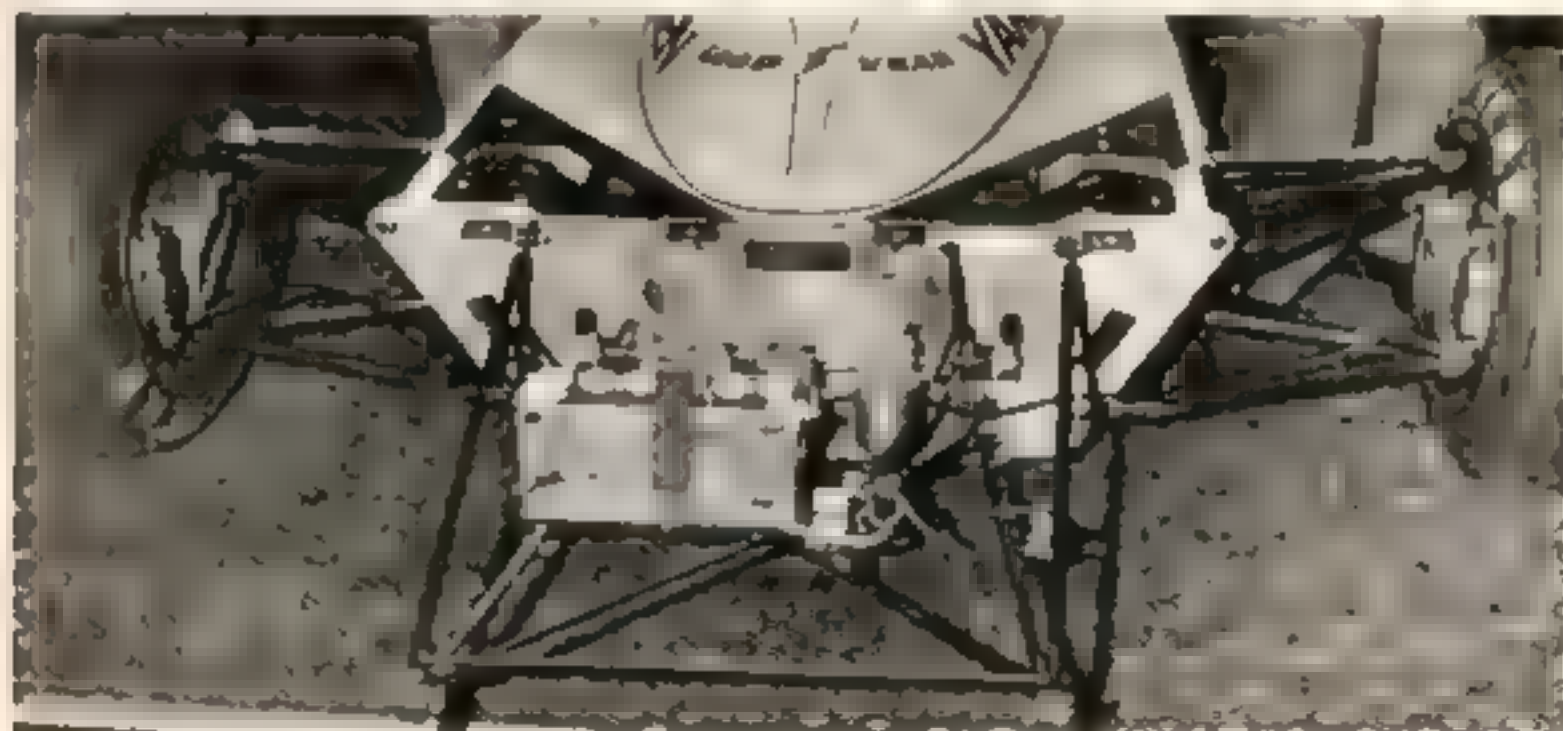
In this connection, it was most heartening to hear the warm appreciation of McLaren in the speech of Dennis Mathews, Yardley managing director. He said that the co-operation had been out of this world and he gave a vote of thanks for last year as well as expressing his hopes for this year. It is most interesting that the sales of Yardley Black Label products for the July-December period increased by a staggering 54 per cent compared with 1971. As a result of carefully conducted surveys, Yardleys are convinced that the right choice of sponsorship is very largely the cause. Phil Kerr of McLaren said that the relationship . . . "has been even better than we had hoped for." He continued

"we have tried to maintain a professional approach to the sport and business of international racing, and to provide results and an image on which Yardley could promote." This is a lesson on what sponsorship is all about, for too few sponsored teams give value for money.

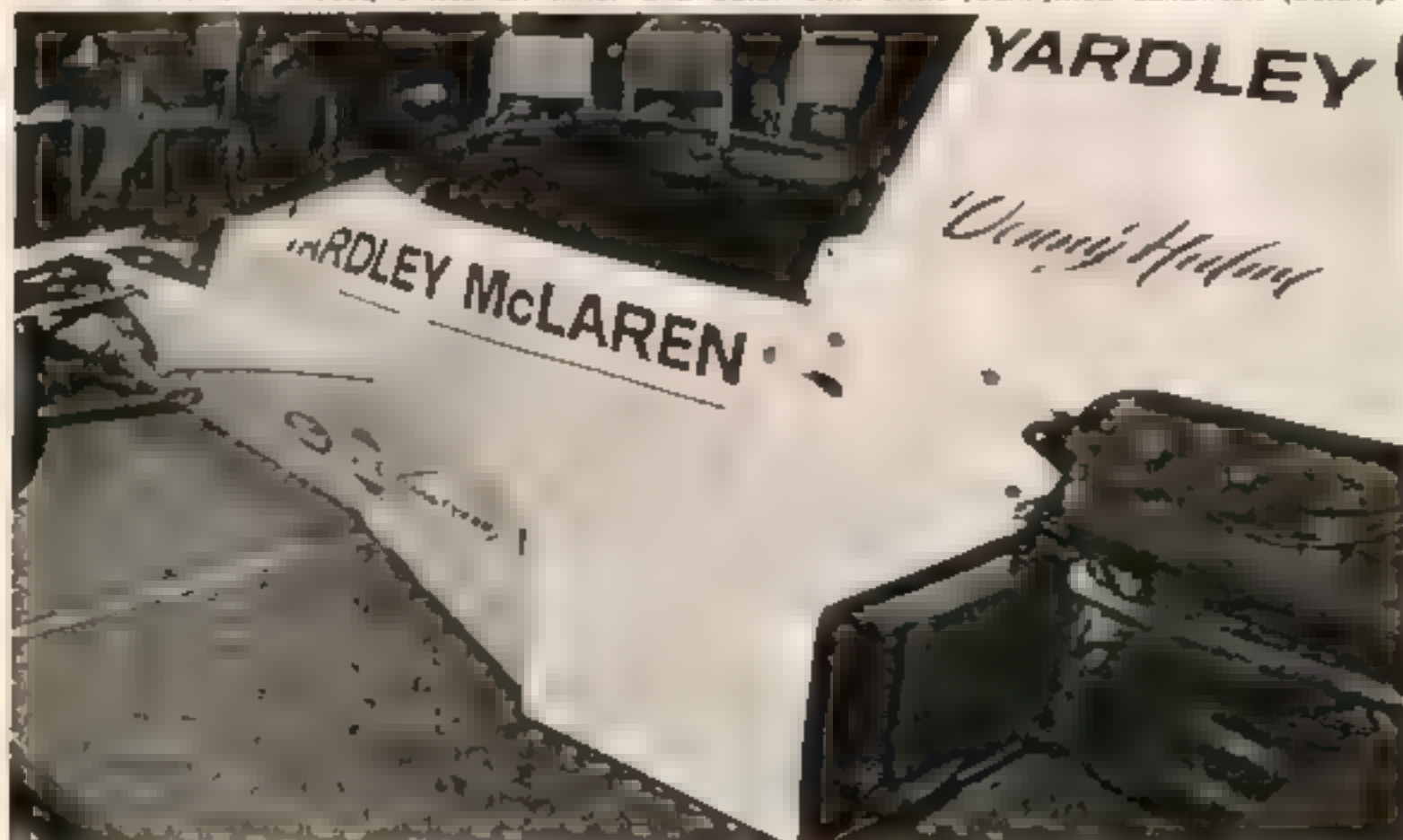
The M23 has already been flown to South Africa for Hulme to test at Kyalami before the Grand Prix on March 3. The second M23 will be ready by the International Trophy Silverstone meeting and a third one should be completed in time for the Spanish Grand Prix. Peter Revson and Jody Scheckter will drive the other cars, Revson being a regular F1 team-member while Scheckter will drive in several F1 races for McLaren.

BRIEF SPECIFICATION

YARDLEY McLAREN FORD M23
 Engine: Ford Cosworth DFV V8 2993 cc 440 bhp at 10,000 rpm, Lucas ignition and injection, Champion 1 mm sparking plugs.
 Transmission: Borg and Beck 5-speed clutch, Hewland FG 400 5-speed gearbox and final drive.
 Chassis: Aluminium alloy monocoque with deformable structure, double steering and magna radiator ducting. Side-impact protection at major load points. Glassfibre bodywork by Specialised Motorsports. Independent front rising rate suspension by wishbone, rockers, arms and anti-roll bar. Rack and pinion steering. Independent rear suspension by coil-over, reversed wishbones, upper adjustable top links, and paired trailing arms. Coil spring and damper units. Round Lockheed 2.5 in diameter vented disc brakes at front, 1.5 in diameter Lockheed vented disc brakes at rear. Roll-over protection. 13 in x 1.75 in wheels, 13 in diameter 13 in x 1.75 in wheels. Dimensions: Wheel base, 8 ft 5 in. Track (front), 5 ft 5 in. (rear), 5 ft 2.5 in. Overall length, 14 ft 2 in. Weight, 1270 lb. Weight distribution 34/66.



Rising-rate front suspension has been altered only in detail and steering is re-sited behind top wishbones. The monocoque has an inner and outer skin with foam-filled sandwich (below).





BEHIND THE WHEEL

DENNY HULME

"Our new M23 Yardley mac has been built to the letter of the new safety regulations"



Fifth in Argentina, third in Brazil—Denny with the Yardley McLaren M19

It's all going to be quite simple if I can remember the numbers: Fifth in Argentina, third in Brazil . . . stands to reason I've got to be first in South Africa, doesn't it?

I came within spitting distance of winning the Grand Prix at Kyalami when we first ran the M19 McLaren in 1971 and I did the job properly to win with the car last year so with a brand new M23 for the 1973 race on March 3, we should be looking good.

At least the car will be looking good. Different, anyway. It has already been nicknamed the Colnbrook Concorde because from certain angles the droopy nose and the flare back to the radiators at the rear of the car makes it a lot like the SST. I just hope it has a brighter future! Our new M23 Yardley mac has been built to the letter of the new safety regulations with the full deformable structure so that if it ever clobbars anything the wheels will fly off but I doubt there will be so much as a wrinkle in the tub. It says here. . . .

Our Formula 1 cars in the past have never really been super efficient when it came to penetrating the air, but we hope the futuristic new shape with the sexy streamlined tail and air box to round off the package will provide all the answers to aerodynamics.

We tested the car for 65 or 70 laps round Goodwood before flying it down to South Africa for pre-race tests at Kyalami a couple of weeks before the GP and in that first day

we ran faster than we had ever managed to with the M19 even after the thousands of test miles we must have run round there in the past two years.

One of the most noticeable things about the new car from a driver's point of view is that you're sitting much farther forward because the majority of the fuel load is now between the engine and the cockpit. You are sitting with your feet up ahead of the centre line of the front wheels and you can almost lean out and touch them. It's less than 12 inches from the steering wheel to the steering box which is now mounted just forward of the dashboard! This means that the steering links and arms are all behind the uprights, and the front bulkhead has suddenly become extraordinarily tidy with only the brake cylinders and none of the steering gear normally stowed up there.

For the first 10 laps or so I found it very difficult to judge just where the rear wheels were and what they were doing. It was hard to gauge the amount of oversteer and when it would be coming in. Eventually I reached the stage where I could set it oversteering and control it to a far greater degree than ever I had been able to with the M19. When the M23 did oversteer the back stayed out and did not go back to neutral and oversteer, back to neutral and oversteer again as the M19 tended to do on occasions. The new car oversteers and stays out there in a nice com-

fortable slide and this may have been one of the reasons why it was so fast around Goodwood.

Peter Revson and I are going to revel in the lower cockpit temperatures of the new car because the water radiators are mounted at the sides of the car back behind us. This was a big factor in last year's side-radiator CanAm car because it meant that you never had to combat heat exhaustion in addition to everything else on the race track. Another aid to the well-being of the Revson and Hulme backsides is that with the fuel and oil tanks repositioned between us and the engine, we will be effectively insulated from the heat of the engine.

On the earlier monocoques the fuel went all the way to the front of the tub so we were literally sitting in a bath of petrol, but with the new M23 only a very small amount of fuel is carried in the sides of the monocoque and the tanks don't go up as far as our knees. This means that most of the weight is very central on the car and it shouldn't vary the balance as the race progresses and the fuel load drops. We are following a modern trend in neutralising the polar moment of inertia by bunging all the weight in between the front and rear wheels. I think it was Tyrrell designer Derek Gardner who defined a polar moment of inertia as an eskimo's tea break. . . . Just think what they could do down at Tyrrell's wood yard if they were serious about all this!

The cockpit on the M23 is the smallest we have ever had on a McLaren—so small in fact that we now have a detachable steering wheel. The reason for the slimline office is to bring the monocoque in very narrow and get the air passing back to the radiators. The car looks a lot wider than it really is because the monocoque is shrouded by the bulky radiator cowings.

Another striking feature of the M23 is the lack of assorted plumbing strung all over the place. It's extremely clean, especially around the back of the gearbox area and this helped us to streamline the whole back end. The oil radiators are now mounted in behind the water radiators.

Back to round 1

There's not a whole lot to tell you about my race in the Argentine GP. The cars were more or less the same as they had finished at Watkins Glen at the end of last season, although we had been running Goodyear tests at a couple of tracks. My engine was not super healthy but Peter was going like gangbusters and running fifth until a small throttle linkage broke almost at the finish and I moved up to take over fifth when he dropped out.

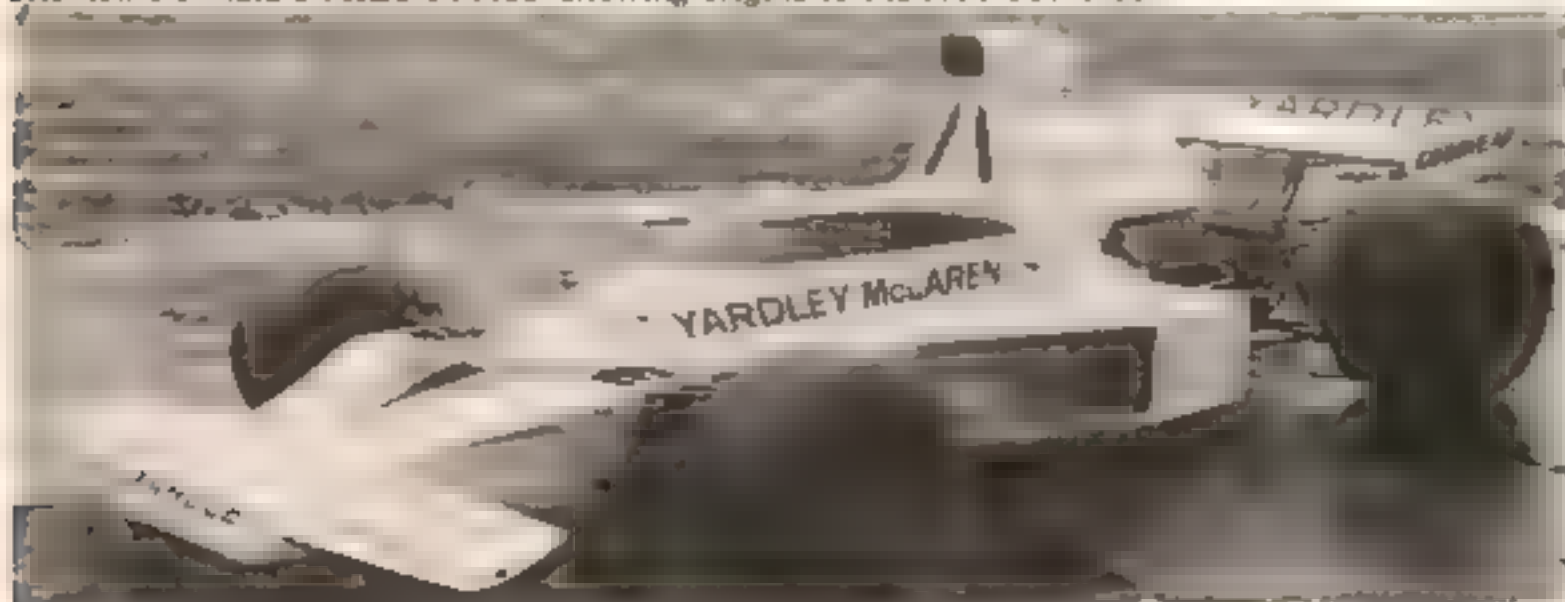
Regazzoni's drive in the BRM was the big surprise at the Argentine race because we had all pretty much discounted the chances of the BRM team. He started off the pole and led the opening laps until his tyres gave up.

We figured he might do the same again in Brazil, but he was baulked with a vapour lock that killed his engine as the flag fell, and also choked the engine on Lauda's BRM and my McLaren leaving the three of us sitting there on the grid with not very much happening.

I had been fifth fastest but I was 12th on the first lap. After that I applied myself seriously to the job in hand and worked my way up to third really without a whole lot of trouble so maybe if I'd started off with the leading bunch I might have been able to run with them. But that's a debatable point because the clutch packed it in just after I'd passed Jock's Ferrari and this was a real problem because I was using first gear away from one of the hairpins and it became extremely difficult to slot it in. I tried using second gear to chunter away from the corner but we were all worried about fuel vaporisation and if the engine ran too low on revs the fuel pump might quit and I'd never get the engine started again.

As it turned out this clutchless act was one of my lesser problems because the heat was something else and I was getting more and more exhausted—from dehydration probably—with every lap towards the finish and when the flag came out I was more pleased simply that the race had finished than that I'd finished third behind Emerson and Jackie.

The new Formula 1 McLaren M23 showing origins to the M16 USAC car



McRae is champion

By GEOFF HARRIS

Hands high in the air Graham McRae coasted across the line to win his third Tasman Championship in a row at Sandown last Sunday. His dayglow orange STP McRae served him well, although engine failure was imminent as the last couple of laps were completed with no oil pressure. Frank Matich, after holding down the lead for 17 laps, fell back through the field as a deflating rear tyre upset the handling of the Matich A50 Repco, to finish fourth. Knife edge stuff between McCormack and Max Stewart finally went McCormack's way—the Ansett Elfin finishing a splendid 27.7 s behind McRae. The Lola T330 of Max Stewart received a great ovation as it spluttered across to finish third having entertained the crowd with McCormack for most of the last half of the race. To give the Matich A50s a perfect finishing record, Johnnie Walker finished a distant fifth, without second gear. A lap behind, Sam Posey took a lonely sixth and added one more point to his total.

ENTRY

The entry was essentially that of Warwick Farm with the exceptions of West Australian Stan Keen in his MR5 Elfin Ford and Sydney-sider Bob Muir making a comeback in the Pat Bourke old McLaren M10B Molloy. Muir's return was only possible due to Warwick Brown's misfortune at Surfers—allowing his team to have the old M10B dusted off and put back to work. Entered but not running were of course Warwick Brown, who is now recovering well, Garry Campbell (unable to have the T330 repaired in time) and Noritake Takahara who has long since departed the scene. Although entered at the Farm, Garry Cooper couldn't get the Surfer's damage repaired in time for that event but had made Sandown with plenty to spare. The Errol Richardson team with the

old Franklin Palliser didn't show for reasons best known to themselves.

PRACTICE

In complete contrast to Warwick Farm, Sandown was hot and dry and practice was spread over two days instead of one with a third day unofficial. This extra practice was not greeted with too much enthusiasm as the fast Sandown track is not difficult to learn and teams, machines and equipment, after six hectic weeks of races and travel were showing definite signs of deterioration.

The battle for honours was still very much between Matich and McRae, in fact these two were the only drivers to record sub 1 m 2 s, with Matich's 1 m 1.4 s, 0.5 s faster than McRae and the fastest for the Friday session. During Thursday Frank knocked the nose off the Matich when a deflating tyre caught him in an awkward spot, wiping the radiator and nose off the car and breaking a steering arm.

McRae's practice was terminated on Friday when a cross in one of the outer universal joints cracked and sent the half-shaft flailing around, demolishing all in its path. The team fitted a rat or tired spare, a new upright and sundries for Saturday and Graham responded with a 1 m 1.3 s to establish pole. Frank was unable to improve his time as the belt drive to the water pump snapped, giving the car a steaming passage back to his pit. He didn't get out again that session.

Peter Molloy, local engine wiz, had been hard at it again this time on one of the McKechnie Bartz engines. The engine, all 530 bhp of it, wasn't fitted until Friday night, and difficulty locating some extra parts meant they missed the first Saturday session. The McRae also had an extra water radiator sitting atop the McRae bulge slightly aft of the rear bulkhead, curing the overheating

they have been plagued with for so long. When Robinson finally got out he was quickly down to 1 m 2.3 s, even though he wasn't happy with the brakes. In a straight line the car could easily power away from all following, even the slippery T330 of Max Stewart who just pipped him with a 1 m 2.1 s. This week's surprise came from John McCormack who filled fourth fastest on 1 m 2.2 s. He regards this spot as his lucky position as he won the NZGP from here.

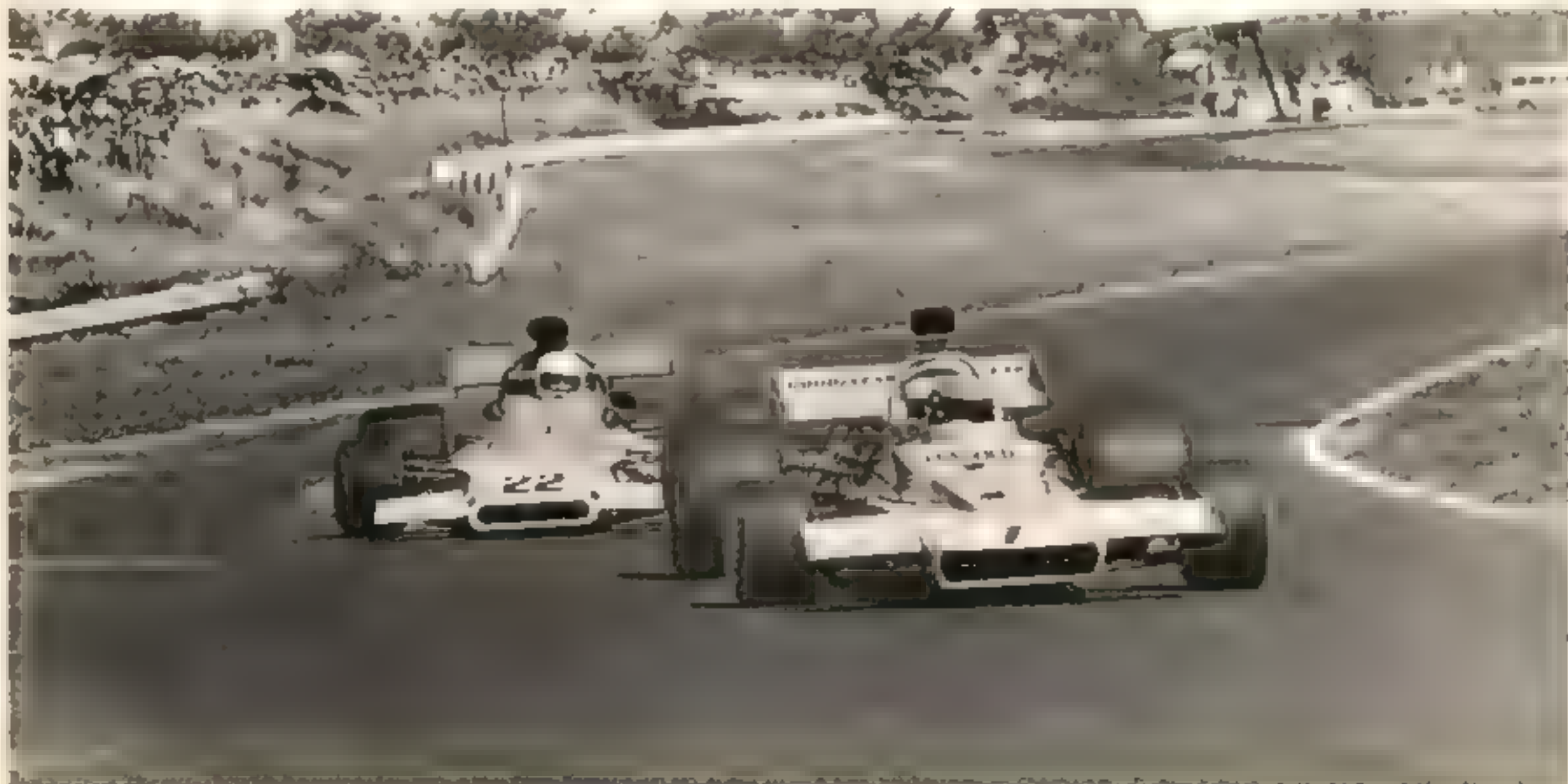
The Camp Carr Inc Surtees, not looking its usual immaculate self, was hampered by a down engine and with his spares in the same or worse condition, Sam Posey had to live with it. His third fastest time Thursday of 1 m 2.6 s was recorded before the Bartz went flat. In Saturday's session he had to suffer an irritating misfire which couldn't be located and as they left the track they were not sure what they would do. Bartlett's practice finished abruptly against the armco when a sucking throttle had him all a flurry negotiating the exit from pit straight. He recorded 2 m 2.8 s early Saturday, and this was his best.

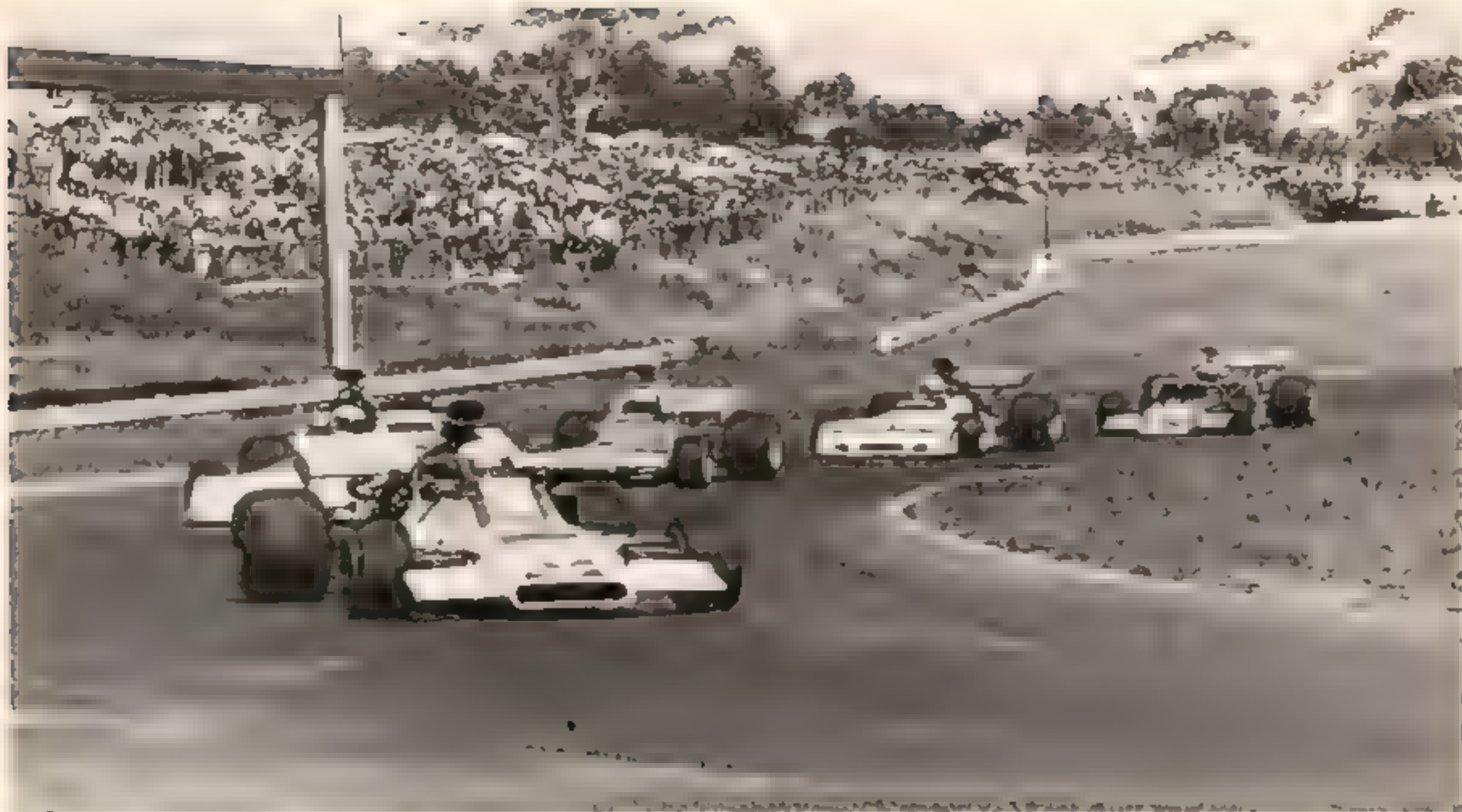
Having been plagued by transmission trouble throughout the four timed sessions, Johnnie Walker recorded times below which we have come to expect. His final time was 2 s off the pace; to fill the fifth row with Steve Thompson. To mention RES in the Brodie pit was to be treading on dangerous ground as the new engine fitted to the Chevron was decisively poor. Thompson only completed 10 laps on Thursday due to a sticky relief valve in the oil filter, and found the car very much down on power on Saturday so the victorious Farm engine, another Molloy rebuild, was planned for the race.

Bob Muir came quickly to terms with the old M10B McLaren, helped somewhat by the very well prepared car. It was in much the same trim as when it last raced at Warwick Farm in December '72, not having been used since. It still sports one of the best Molloy engines around and Muir recorded a creditable 1 m 5.3 s.

Not showing any of the unreliability of the other 2 litre New Zealanders, Graham Lawrence was still getting back into the groove and was quite happy with his 1 m 5.4 s, a second slower than Stan Keen's MR5 Elfin 102 Ford. Tony Stewart (Dolphin Waggon) and consistent Dexter Dunlop (McRae GM1

Two constructors fight for the lead, as Graham McRae tries to get by Frank Matich. McRae was successful, winning the race and championship.





Tasman regulars Alan Rollinson (McRae), John McCormack (Elfin), Johnny Walker (Matich), Steve Thompson (Chevron) and Kevin Bartlett.

Molloy), completed the runners.

As the final session finished Graham McRae had his team pack the McRae with 40 lbs of dry ice just to see how long it would stay in a solidified state. With this experiment successfully completed, the team returned to their quarters to modify a cracked front disc and fit new head gaskets. The engine, now having completed six races, was starting to pump oil but as it was their most powerful engine it had to stay in.

RACE

Intermittent hazy cloud shaded the race fans on Sunday morning and a pleasantly cool breeze wafted across the flat countryside at Sandown. From 10.30 there was half an hour fiddling time which all were happy to use with only one major problem presenting itself in the form of a valve collet coming adrift in Matich's Repco. With four hours to the race the Repco Engine Development men busied themselves replacing a valve and fitting new collets. Saturday's overhaul had not done any obvious damage but it is felt that the collet may not have been replaced properly during reassembly. The Chesterfield T300 Lola surprised all by arriving for work looking almost as good as new although without a front roll bar at Bartlett had no replacement for the one damaged.

The drag to the difficult negative cambered Shell Corner was negotiated by all somehow, with Matich having made a good start and arriving first. Stewart had somehow nosed his way into second with McCormack tucking inside and McRae recovering well from one of his infamous starts. Stewart twitched the Lola on the exit so McCormack (Ansett Elfin), nipped through to follow Frank as they kicked up the cement dust at Peters to power up the back straight and out of sight. As they reappeared under the bumpy Dunlop Bridge to complete one lap the cars represented a more tidy single file formation but still very close.

How many laps could McCormack keep up this hectic pace for second? He seemed to be holding, or holding up, McRae with ease, making it look strangely like another Matich

benefit. Rollinson, his Saturday braking problems overcome, had untangled himself from Posey, Bartlett and Walker to make threatening gestures in Stewart's mirrors. Before he could show us what stuff he is made of, the Bartz end of the Chev engine went bang when a piston decided to abandon ship, posting his third DNF in as many races. A great pity as Alan had the car set up better than at any other time in the series.

McRae finally asserted himself and ducked in under brakes at Peter's end, though not immediately, pulled away. Matich was now 4 s away but the dry ice packed around McRae emerged the leader but Matich clung as he started to trim Matich's advantage and by lap 13 they appeared over the bumps at Dunlop nose to tail with McCormack now some way behind. McRae gave the enthusiastic crowd a real show as he ducked and weaved trying to find a way by the orange Matich.

This continued for five laps until McRae darted out of the Matich slipstream past the start/finish line and the two ran deep into the braking area side by side. McRae emerged by a nose with both cars making it through somehow, without touching. Through Peters McRae emerged the leader but Matich clung on tugging himself up to McRae as they topped the crest into the esses at the far end of the circuit. McRae held on to his lead as they weaved through out of sight. Appearing again under Dunlop McRae was alone. Matich had spun dropping him back 8 s although clear of McCormack and Stewart. From here on Matich started losing time quite dramatically and on lap 21 he did it again, this time at Shell, giving all the stragglers on the pit counter a nasty fright. By the time he got going again both McCormack and Stewart had passed.

The positions at lap 25, half way, read McRae 20 s ahead of McCormack and Stewart, a gap to Matich, Walker and then Posey and Thompson, in close company. Completing the runners were Keen (Elfin 302 Ford) a lap down, Lawrence and Dunlop Bartlett, who had been driving the makeshift Lola with great verve after his midfield starting position had, until lap 23, held an excellent fifth place, but broken valve springs

put an end to that. Thompson's car was not going very well and he was content after a few desperate attempts to let sixth place slip from his grasp and Sam Posey ease away.

Matich was now able to trace his unpredictable handling to a deflating rear tyre. Despite this problem he was still able, ever so slightly, to inch up on the furious dice that had developed between McCormack and Stewart. As the race entered its 45th lap Matich had caught the second place tussle and displaced Stewart as they rooled in the back straight; he held on to this place rather tentatively with the car showing definite signs of deterioration and it wasn't long before Stewart was back snapping at McCormack's heels. Another spin a lap later dropped Matich right back and he was now in danger of being lapped by the flying McRae. McRae's pace slowed somewhat then when engine oil pressure started taking a dive and a front shock had also broken, but his lead over McCormack and Stewart was substantial enough for them not to be of great concern.

McCormack and Stewart had the crowd on their feet every time they passed by the stands, McCormack holding on doggedly with Stewart more often than not up beside the Ansett Elfin as they swept through Shell, but McCormack always emerged ahead. It was a fight to the finish, but sadly Stewart's finish was to be a little later than McCormack's as the Lola, starved of petrol, coughed and spluttered but was able to make the line third, well behind McCormack.

McRae, oil pressure now zero, accepted Sandown's chequered flag after 52 laps and the 1973 Tasman Championship for his third year running. Matich finished fourth and well out of reach of McRae's 40 points, making Adelaide of academic interest only.

Sandown Park, February 18				
1	G. McRae	(STP McRae GMA Morand)	55 m	52 laps 100.34 miles
2	J. McCormack	(Ansett Elfin MRS Repco)	36 m	52 laps 100.34 miles
3	M. Stewart	(Lola T300 Smith Mo by)	36 m	44 s
4	F. Matich	(March A40 Repco)	36 m	33 s
5	J. Walker	(March A50 Repco)	51 laps	
6	S. Posey	(Sutton TS116 BART)	21 s	51 laps
7	S. Thompson	(Sutton TS116 BART)	21 s	51 laps
8	G. Lawrence	(Sutton TS116 BART)	49 laps	9. D
9	Dunlop	(M. May GM)	49 laps	
Tasman placings: 1. McRae 40 2. Matich 27 3. McCormack 20 4. Thompson 18 5. Rollinson 15 6. Stowe 14 7. Brown 10 8. Posey 9 9. Walker 8 10. Oulton 4 11. Bartlett 3				



Lola sandwich: Stewart (T330) and Brown (T300) hem in McRae.

WARWICK FARM

Thompson's wet Tasman

By GEOFF HARRIS

In appalling conditions, round 6 of the 1973 Tasman Series came to a damp conclusion with Steve Thompson's Wilkins Servis B24 Chevron having shown the field how it was done in the wet, easing home a very convincing victor. Thompson had his pursuers in sight as he splashed across the finish line to win by almost a lap. Frank Matich, after a stirring drive from low on the grid, finished an easy second, albeit 84 s in arrears. With the rain easing towards the end, Graham McRae was able to muscle his way past Johnnie Walker's A50 Matich on the last lap to take third with Walker, who had driven another excellent race, fourth. A slight indiscretion kept the works T330 Lola of Max Stewart away fifth and John McCormack just managed to hold sixth by a nose from a late challenge by Sam Posey's TS118 Surtees. Thompson had started very much favourite from pole as he was the only runner on English Intermediate Firestones and his aggressive performance at the wet Tere-tonga was still fresh in the memory of most.

ENTRY

Most of the Australian teams are Sydney based and this meant that the cars had their first real work since the start of the series. Frank Matich was able to replace a twisted rear subframe the result of a practice shunt at W gram. Bartlett rebuilt the suspension on the Lola T300 and gave it a thorough check-over. The works T330 Lola needed little work except that the bent valves in the Smith Chevy were replaced with more suitable devices. Frank Gardner made the remark that if Stewart watched his rev counter he'd do better.

Thompson had Peter Molloy give the Surfers Paradise engine a rebuild and it was fitted for practice. The RES engine after a strip was found to have dropped a valve due to a machining error but the engine is being replaced by RES and should arrive in time for Sandown. The puzzling problem of mysterious overheating and burnt pistons in the McKechnie McRae was traced to a Weber leaking air, a result of a rebore at Bariz. Bariz updated Rollinson's 48 mm instruments to 51 mm by machining, exposing some small flaws in the die casting, allowing the engine to suck more air than was good for it. With this cleared Alan hoped to get amongst the fast times.

Having enjoyed his return to the wheel on the previous weekend Graeme Lawrence had a new 2-litre Hart fitted to the Surtees and was expecting great things on a circuit that suited the car well. Johnnie Walker's Matich A50 was much as it finished at Surfers as was McCormack, although the Ansett Airlines Elfie did have the nose repaired and painted. Cooper in the second Elfie had gone home, likewise Noritake Takahara's Brabham BT36.

Two arrivals to the series were Tony Stewart and Erol Richardson. Stewart's pretty little 2-litre Dolphin was proudly sporting a newly acquired Waggott. A 2-litre Waggott at best, albeit two years old, was classed as a

screamer if it showed 265 bhp on the dyno. Stewart was proud to announce that he was getting 290 bhp from his Paul England tweaked device. Richardson was giving the ex-Mildren Bartlett Franklin Palmer its first serious run for two years and would probably only be running here, although if he and the car do well they may run at Sandown.

Having overcome his mental rejection of the Farm, Graham McRae had done a lot of preparation on the STP GM1A for a big win here. This included some tyre testing on the Monday after Surfers with some new 13 in superwide Goodyear sticks and a new full width nose section which was good for an extra 400 rpm down the fast Surfers straight. The nose, a cross between a TS11 Surtees and a CanAm 917/10 Porsche did cause some overheating with prolonged use and would therefore only be used in its present form in moderate temperatures. The bodywork is part of some aerodynamic development he plans to have completed in the next few months in readiness for the new GM2. The new car will have split radiators not unlike the Mark 4A Geminis of some years back. Other work done to prepare for the Farm's normally oppressive conditions was to utilise the empty monocoque just behind the front bulkhead to store dry ice. McRae's dislike for the Farm relates largely to the excessive temperatures he's experienced there in the past three Tasmans. He planned to overcome this by using a system tried by Porsche by pumping chilled water via a heat exchanger in the dry ice compartments, through a specially prepared driving suit. All this trouble was wasted for this weekend anyway, as Warwick Farm dawned cool and wet, very wet.

PRACTICE

Practice was very much a non-event as it was run over two extremely wet sessions, the first being interrupted by service vehicles

removing Gary Campbell's 330 Lola from the Armco at Homestead at the entry to Hume Straight. Thompson's performance was fairly mediocre in the first session as he was troubled by his transmission jumping out of third gear. During this session the timekeepers put a cat amongst the pigeons by giving Max Stewart a 1 m 37.7 s, some 8 s ahead of the pack. Poor Maxie was found out, after going back through their records the timekeepers found they had stopped Max's time on the identical car of Gary Campbell. A fairly honest mistake, for the conditions were then foul. The McKechnie McRae of Alan Rollinson tried some 15 in American Goodyears with moderate success. He reverted to similar rubber on smaller 13 in wheels in the second session which was a disaster and any improvement by changing back to the original set up was pointless as the advance weights in the magneto had seized leaving him on a slow 1 m 47.6 s for 8th fastest. McRae felt his way round in the first session, removing the roll bars for the second to take fastest time of 1 m 41.4 s until Thompson got amongst the fast times and reeled in three quickies, finishing with a 1 m 40 s dead as the flag came out. With McRae, only Stewart had sets of the English wet weather Goodyears, this reflecting in the times as Stewart finally finished third quickest with disconnected roll bars, on 1 m 43 s. Both Matichs recorded near identical times of 1 m 43.7 s and 1 m 43.6 s with Walker, this time, having the edge. Frank Matich's slowish times were attributed to his wanting to keep the vehicle on the island and he was quite happy to start from row three. Sam Posey, sure that the meeting would be cancelled, only ran a couple of laps in the first session and likewise in the second before he buffed the nose into the railing dividing the horse track from the tarmac. Posey said that as he slithered towards the fence, his mind quickly did a tally of what spares they had left and these didn't include front suspension parts, so he lined the car up to hit square on, splintering the Surtees nose, denting the oil tank, splashing—crumpling his exhaust and a rear radius arm, leaving the front suspension nicely intact. The aptly named Dolphin Waggott of Tony Stewart in fact held fastest time in the first session and this time was finally good enough for him to complete the fourth row with Alan Rollinson. Bartlett's luck doesn't seem to improve and he was struggling with the indifferent handling of the Lola T300 and was less than happy with his 1 m 47.9 s.

The remainder of the field were all well above 1 m 50 s. Fastest was Lawrence's TS18, 1 m 52.5 s, then McCormack, not liking the saturated conditions with only five laps completed on 1 m 55.8 s. Richardson's Franklin Palmer and Dexter Dunlop, 1 m 52.9 s and 2 m 5.9 s respectively, were next. Neither were very happy in the wet.

GRID			
Walker Matich A50 1 m 43.6 s	McRae McRae GM1A 1 m 41.4 s	Stewart Lola T330 1 m 43.0 s	Thompson Chevron B24 1 m 40.0 s
Rollinson McRae GM1 1 m 47.6 s	Posey Surtees TS118 1 m 44.6 s	Matich Matich A50 1 m 43.7 s	
Richardson Franklin Palmer 1 m 57.9 s	Lawrence Surtees TS18 1 m 52.5 s	Stewart Dolphin Waggott 1 m 44.9 s	Bartlett Lola T300 1 m 47.9 s
	Dunlop McRae GM1 2 m 5.9 s	McCormack Elfie MRS 1 m 55.8 s	

RACE

With the pits and any unsealed areas a sea of mud the Australian Automobile Racing Club were fortunate to have a crowd of 13,000 plus, showing that crowds will respond to an international field, even if they're not the GP stars of Tasman gone by.

Light rain accompanied the cars on the unofficial Sunday morning practice, most drivers trying their different approaches in tread design.

With the rain easing McRae made another

bad start from his front row position giving Thompson an easy and clear path through turn 1. Paddock. Johnnie Walker repeated his Surfer's stunt and emerged second with Stewart third and McRae gathering himself. fourth, as they approached and disappeared in a huge plume of spray through Homestead.

By the time the cars came into view at the Northern Crossing, Thompson had more than a 1 s lead on the pack which was obscured in a cloud of water vapour. Thompson, with a clear path ahead, noticeably drew away with Walker now reaping the benefits of Thompson's rapid progress by having fairly good visibility. Stewart, McRae, Posey, Matich and Rollinson hovered as close as they dared in the appalling conditions as they started the third tour. By the seventh lap Thompson had opened an effortless 20 s lead over Walker with Max Stewart incredibly close considering the conditions and McRae trailing now by some 4 s. With the difficult exercise of getting by the Posay Surtees completed, Matich quickly consumed the 10 s deficit on McRae, trailing him as they completed lap 14. With the extra pressure of Matich eager to relieve him of his fourth place, the twosome closed on Stewart, who had decided, wisely, that a little bit of vision was better than none dropping back from the inspired Johnnie Walker.

The problem, now confronting McRae and Matich, of getting by the T330 was nicely solved when Stewart hit a puddle at a bad angle resting the wing of the Lola against the Arco.

Thompson's masterly performance was augmented by the skill and ease in which he disposed of backmarkers on this normally difficult circuit and by half distance he'd doubled Rollinson in sixth place.

Rollinson was experiencing difficulty in getting adhesion from his front tyres and he looked quite frightening as the McRae twitched and lurched its way around the slippery circuit.

After six laps of swallowing McRae's grime Matich slipped by at Paddock to catch and trail Walker who was a good deal more polite and let the Gold Star Champion through to the hard fought second place. Even being free of obstacles Matich still lost time to Thompson at the rate of 2 s a lap so he was content to sit out of trouble.

The change to transistorised ignition cured the engine problem in the McKechie McRae only to expose it to other difficulty and the car, weaving its treacherous way around in a lonely sixth, succumbed to wet electricity and retirement. This retirement moved the spluttering Ansett Airlines Elfin of McCormack up to sixth place.

Johnnie Walker, still holding third behind Thompson and Matich, knocked his nose in askew which started to scrape the road causing some deterioration in the handling of the Matich A50 and allowing McRae to challenge Walker's skilful use of backmarkers gave him a temporary advantage over McRae but then the rain started to ease and with four laps to go McRae put in a determined bid on Walker's third position, succeeding only on the last lap when they touched under brakes at the bottom of the straight, sending them both off. McRae was able to get away first to finish third with Walker fourth.

Steve Thompson tucked the Servis Chevron in a safe distance behind the McRae/Walker duel to take a splendid and well judged victory, not having put a foot wrong for the entire race, Matich, happy to have beaten McRae and to keep the series open, was also happy with his performance. A great run to the line between Posay and McCormack resulted in McCormack keeping the sixth place he had held for the latter part of the race.

International Chamberfield 100
Tasman championship round 6
Warwick Farm, Australia. 45 laps

1. S. Thompson (Chevron) 42.4 74.4 35.9 5. 130.88 kph 2. F. Matich (Matich Repco A50) 76.4 37.2 3. J. G. McRae (McRae Repco A50) 76.4 37.2 3. 4. J. Walker (Matich Repco A50) 76.4 37.2 3. 5. M. Stewart (Lola-Chevron) 44.7 5. Posey (Surtees Chev) 44.7 5. 6. B. A. Barlett (Lola-Chevron) 44.7 5. 7. A. Sewart (Dodge) 44.7 5. 8. E. Richardson (Franklin/Peterson Chevron) 44.7 5.

Fastest lap: Thompson, 1 m 37.9 s

Bigoted?

I refer to Mr Titchmarsh's excellent review of the last season's club racing (February 8). On the subject of Thruxton, however much one may regret the new restrictions placed upon racing at that circuit, there is no call whatsoever for Mr Titchmarsh to take a bigoted and intolerant view himself of those whom he describes as bigots. Private residents anywhere in this country should have a right to protest against what they consider to be a nuisance imported by outsiders, and although Mr Titchmarsh may feel that racing at Thruxton in fact constitutes no such nuisance, that per se is no justification for his unwarranted attack against the residents in the Thruxton area. Constructive arguments, yes; impertinent tirades, no.

Finally, although the word "pusillanimous" might appear attractive to Mr Titchmarsh, surely it is wrongly applied in this context.

SIMON COCKEDGE

LITTLE STAUGHTON, BEDS

DTV advert

Ian Titchmarsh is talking through his hat! To suggest that Mick Hill's Capri is an inexpensive car relative to our Thames Firenza is nonsense. Look at the facts.

The Vauxhalls used to such good effect by Gerry Marshall, Bill Dryden, Des Donnelly and Jim Thomson all have a basic standard content of about 80 per cent. If one were to build a similar car, new, on a proper commercial basis it would cost around £4500. To build a Boss Capri replica, commercially, brand new and with a full Formula 5000 or equivalent engine would cost a great deal more.

I have the greatest admiration for Mick Hill and his skill both as an engineer and driver. His car has a touch of genius about it and it will no doubt go down in history as the ultimate club racer. I doubt if anyone will repeat the long and virtually unbroken run of victories which Mick Hill has scored with this car. That he built it very cheaply from secondhand bits and pieces is common knowledge. The car probably cost him less than £2000 all-in if one discounts labour charges.

Now, if one were to build a replica of Gerry Marshall's Firenza (or a Viva) using secondhand components this can be done very reasonably indeed. For instance, we have overhauled the 2.5 litre engine used by Gerry over the past one and a half years of club racing. This engine, which is giving around 200 bhp net and comes complete with exhaust manifolds and fuel injection equipment, is for sale for £600. Anyone wanting to build a Firenza or Viva can come to us here at Shepreth and buy a few hundred pounds worth of new and modified standard bits and pieces which he will need to transform his own car or a cheap write-off to the same specification. Locate some secondhand wheels and tyres and the total cash outlay need not exceed £1000. The fact that he has to do a Mick Hill, ie, spend several months of spare time working on this project, is of no consequence to the true clubman.

SHEPRETH,
HERTS

W. B. BLYDENSTEIN

Brave attempt

I would very much like you to know that I considered Ian Titchmarsh's account of '72 club racing to have been a very brave attempt to give one man's opinion of the scene as he saw it. There were some points with which I would disagree but in the main I have nothing but praise for someone who has the courage of his convictions and the very fact that none of his critics were prepared to put pen to paper but only vociferously decry his opinions underlines the fact that the truth always hurts.

My immediate reaction on reading his article

was to write and congratulate him but as I had been mentioned by name I felt that my views would be considered biased and therefore unworthy of publication. Ian Titchmarsh would appear not to be wholly in favour of Group 1 but I still consider that if this class of racing was carried out as was originally intended then it would be a big success but now that it is almost entirely in the hands of the factories, concessionaires and big time sponsors the whole thing becomes a farce.

I think that one of the reasons motor racing is losing its appeal and true club drivers are disillusioned is because large amounts of money are being introduced via sponsors and manufacturers at the wrong levels and it is an unfortunate fact of life that money is the root of all evil and therefore an undesirable element is introduced into club racing. No longer is it a day's sport and fun but it becomes essential to give a good account of oneself so that the sponsor has a return on his investment. This invariably leads to unruly and dangerous driving tactics being employed by people who should know better. One can understand this at World Championship level where thousands of pounds may warrant risks but when a silver egg cup or £15 are at stake then for the privateer, who probably has to use his car to go home, the risks are absurd. I seem to remember a GI race at Snetterton where almost half the field, some fifteen cars in all, were eliminated by what can only be described as rank bad driving.

It seems to me that the only way Group 1 racing can be for the clubmen is for all forms of sponsorship to be outlawed and that the owners of the cars must be prepared to sell them at the end of the race at the current market value plus £100 for any sorting out that may be deemed necessary. I believe a similar system is run in America for production motor cycle racing. This is the only way in which blue-printing and special assemblies can be stopped. I find it particularly amusing to read that a Group 1 Capri from Broadspeed costs an additional £1000 on top of the list price. Ford Motor Company along with Vauxhall (did you know a Firenza 2.3 Group 1 trim can outperform a 1.6 litre twin cam Renault Alpine, and almost any other car for that matter) and all other manufacturers and concessionaires involved in Group 1 racing should be prosecuted under the trade descriptions act for not marketing Group 1 cars at normal retail prices.

As Mr Titchmarsh quite rightly stated, if the rules had been rigidly enforced I would consider that probably only three or four of the cars that were raced would not have been disqualified. When my NSU TT was unfairly upgraded I approached BMW, the concessionaires, about the suitability of a 3 litre Si saloon as I felt from contemporary road tests this should see off the 3 litre Capris. At the time the concessionaires replied that the car had not been homologated and in a subsequent telephone conversation with Mr John Markey, their competitions manager, he told me that because of an inherent design feature in the rear suspension on a racing circuit the car could not be set up to handle as well as the coupés or the 2002 Tilt (which at the time were up for sale). Imagine my surprise when I see two race-prepared 3-litre saloons at the Racing Car Show Group 1 in its present form blinks. However, if BMW let me have Roger Bell's car or Tony Lanfranchi's, Group 1 racing and BMWs are fantastic, but if a Broadspeed 3 litre Capri beats me, Fords are cheats, but if Ford Motor Company let me have one of their cars then Fords are world beaters and Group 1 racing is the only true way good cars can be shown to the public!

In all seriousness Ian Titchmarsh accomplished a difficult task very well. It is a pity that other journalists of rival magazines are not as honest.

BEDWORTH,
WARCS

CRAIG HINTON

More correspondence on page 28

Hill for champ!

I must strongly protest at reading that you chose Gerry Marshall as special saloon car champion, and Mick Hill as runner-up (February 9). Should this not be the other way around? Mick Hill proved himself easily to be the fastest last year I'm sure even G. Marshall himself would agree with me there. I'm also sure Mick Hill scored more special saloon car victories than Marshall. As to doubts about his driving in the wet, you should have been at Silverstone on May 21 when you would have seen an epic battle against Brian Muir.

AYLESLEY, BUCKS

JOHN THORPE

F1 hybrids

A recent article in the New Scientist (February 15) caught my eye. It is entitled "F1 Hybrids" It makes very amusing reading if the words "seed," "plant" etc are replaced by "race car"! I quote

Each year more and more F1 hybrids feature in the (race car) catalogues. All are claimed to be superior in performance, or in appearance, to older varieties. They are also more expensive than ordinary (race-cars). The story behind them is fascinating, yet little or no effort has been made to put it across to the ordinary gardener" (Graham Hill please note!)

"The first breakthrough was the introduction of the F1 hybrid, Eurocross... since then this and other F1 hybrids have largely replaced the older established varieties. Is there no end to rising costs in even the humblest forms of motor sport? The article however, concludes with a suggestion which might turn out to be the salvation of many a hard pressed team: "... capitalise on the quality and vigour (!) of the F1 hybrids by subsequently using them as a source of cuttings

I look forward to some very healthy grids next season!

THE SENIOR COMMON ROOM, F M WILKES
UNIVERSITY OF BIRMINGHAM

Circuit threat

Here we go again! At this time of year, notice of impending or threatened circuit closures is almost as common a sight in the motoring press as threatened strike action in the dailies. And, once again, it must bring a rush of blood to the head and the plaintive cry, "Oh No from most club drivers in today's racing scene. As one of them, I can only say that with the RAC and the various attendant bodies "governing" our sport and our future, it must inevitably become a toss-up which goes first—the club driver or the circuit he frequents

I, like many others, pay for my own indulgence, am well aware of the risks involved, take reasonable and sensible precautions to minimise them and am thankful for small mercies aimed at making my chosen sport enjoyable and safer. It strikes me, though, that motor sport is governed by a kind of Parliamentary system where ministers are appointed to carry out a role without necessarily having the expertise, background or experience of that function. Yet they have to make the rules and see they are administered. That these rules are formulated with the consultation or the blessing of a large cross-section of motor racing participants is doubtful. How else can we explain the introduction of those improvements which, however well-meaning, show doubtful merit such as rubber bag tanks, rear lights for single-seaters, nickel plating finishes, the ubiquitous use of Armco, and the yellow flag to denote the presence of oil on the circuit.

There is no argument against Basil Tye's remark that, "One has to put oneself in the position of having to attend the coroner's inquest and of having to answer for the safety measures that were applied to the circuit." True, but most coroners fall into the earlier Parliament category of knowing little about motor sport and effective safety measures. ~~Secondly~~ is Basil Tye attempting to ward off an anticipated flood of fatalities?

Expressing two general and two personal observations as an active participant club driver there is no evidence even to suggest a significant increase or decrease in the number of fatalities in motor racing in recent years, particularly at club meetings. Yet brushes with Armco barrier have become exceedingly common following this line of approach as a safety measure. In Monoposto last season, an unprecedented number of what might be termed "trivial" incidents resulted in substantial and expensive rebuilds to cars.

I am very conscious of the rapidly rising cost of my going motor racing, partly as a result of increased circuit costs being passed on, and yet I don't feel the least bit safer for any of it. In fact at times I can confess to being terrified to death at the proximity of all these safety measures implemented for my physical well-being.

Peter Browning's views are sensible and practical. As he says, "We can never achieve the ultimate in safety and... must accept certain compromises." He has a lot of support, from clubmen at least.

WOLVERHAMPTON

TREVOR SCARRATT

LITCHRTS

In reply to the letter from Mr "I. M. A. Nobody Name And Address Supplied Ed." of February 15 (which I suspect came from McArmco Mansions in Geneva) I would like to inform Mr Nobody, and offer him membership, of an existing organisation with similar aims to his, namely the LITCHRTS (Let's Hope To Christ He Retires This Season). This society has already had some considerable success in pursuance of its aims by applying pressure to Mr McArmco in the following forms:

1. Limiting his racing in Britain to one race per year by only offering him money commensurate with his crowd pulling power (7½ new pence last season).

2. Spiking his haggis and tatties with Armco barrier filings, thereby giving him a poorly tum-tum.

3. Organising grid positions so that he has to start behind drivers like C. Wreckerzon, and Jackie Quicks who enjoy racing motor cars.

4. Encouraging his transformation from a prima donna racing driver into a prima donna B.M. actor, with which profession his bickerings will be more in keeping.

The next, and hopefully the last, meeting of LITCHRTS will take place next July 14 at Silverstone, where all members, together with a large slice of the spectators, will show their appreciation for all the wonderful "benefits" that Mr McArmco has obtained for our once proud sport by repeating last season's spontaneous outburst of booing when he appears on the track, and cheering ecstatically when he fails to win his "home Grand Prix."

WARSASH, SOX HAMPTON.

P. J. LOVE

Autocratic

As a racing clubman I find it difficult to express my disgust at the autocratic attitude of the so called "Royal" Automobile Club in their new regulations for our circuits in 1973. Cadwell and Rufforth are the best circuits in the world for club racing (I was going to say country, but nowhere in the

world is there anything like the British club racing scene) and if they close then the club racing sport is doomed. The point has been admirably made by our (BRSCC) director Mr Browning and for one directly involved I wholeheartedly endorse his arguments.

In seven years club racing I have never seen or directly heard of a vehicle being burnt out—let alone a driver injured by fire. Crashes into improperly shielded marshal posts—yes (I was in the same race that Peter Wingfield was killed)—but in any incident or accident fire was the least danger.

Basil Tye's thinking in this matter is without supporting evidence in view of the number of club-car racing rules covered. I am convinced from my own experience that obligatory full harness is by far a more necessary regulation. To insist on fire extinguishers every 200 yards without making it obligatory for the driver to wear fire resistant clothing is so ludicrous one wonders whether this "Royal" authority is competent to make regulations at all.

It is the saddest period of my racing life to hear that Cadwell is to close to car racing this year. Thank goodness we of the Northern BRSCC have the get up and go to overcome the obstacles and keep Rufforth going again for this year at least.

This clubman is speaking up—for what else is it all about amidst all the financial pressures and bureaucratic petty-mindedness—it's still the best sport in the world—I'll start playing golf when the Doc refuses to sign my medical.

LEEDS 16

JOHN HOLROYD.

Carried away

In a Goodyear advertisement in the AUTOSPORT last week (Feb 15th), Goodyear stated that F. Covert finished sixth in the Brazilian Grand Prix, but actually as you stated in your report, Clay Regazzoni finished in sixth place, really these Goodyear people get entirely carried away!

A very enjoyable report on Brazilian GP
WHITLEY, COVENTRY, DAVID WIDOM

Enter here

With reference to the letter by Ian Richards in Correspondence (February 8), I thoroughly agree with all the contents, but I would like to point out to him and all the saloon drivers that the Jaguar Drivers' Club are organising a race meeting at Silverstone on Saturday March 24, and the entry fee is only £5. Also the awards more than cover the entry fee down to third place. If any drivers are interested, regulations can be obtained from me 15, RESKIN GORE, Mrs. A. L. Davis, KENTON, MIDUX Secretary of the meeting, Jaguar DC

Liechtenstein lad

Every time I hear a commentator mention Rikky von Opel, often followed by the remark that he is the only Liechtenstein driver, I am reminded that I must look out the programme from the Thruxton Easter Monday Meeting (April 3, 1972) in which there is mentioned another driver from Liechtenstein.

Driving a Royale RPB for the Liechtenstein Racing Team was Manfred Schurtl. I am afraid Rikky has lost his unofficial title but I have only seen Manfred Schurtl drive that once. What has happened to him?

LONDON N13, J. L. COLLINGS (Miss).
(Winning FSV races at Daytona. See Pit & Paddock—Ed)

Thanks

Many thanks for the renewed full coverage of sporting car trials. Also congratulations to Geoff Herrington, whose concise and accurate reports are a pleasure to read.

SHEFFIELD.

MARY NEEDHAM.

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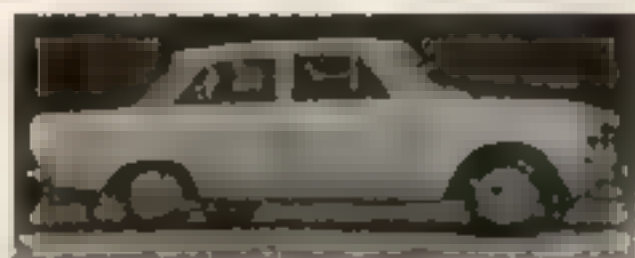
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If you've ever been overtaken by an indecently quick Austin-Healey, which certainly doesn't sound like an Austin product, then it's possible that you've just been done by one of Spike's Healey Chevrolets. He's had, and built, three, but his early motoring thrills and shoe-horning experience began with a Brooklands MG into which he squeezed a Formula Junior mill. This was followed by the ex-Elizabeth Jones Healey, without all the good bits, in which Spike did 97,000 miles without changing the plugs, despite racing it in standard trim. It accompanied Spike to the West Indies where it still resides, now with a 4.2 engine installed. While he was out there, Spike rebuilt another old

monster

With three or four years of head machining experience behind him, Spike went to work for Broadspeed, machining heads there, with a speciality for BDAs. Two years ago, Spike left the Southam concern to start up his own business in nearby Harbury, working, naturally enough on heads. He believes that if the head isn't right, nothing will be, because the head is the crux of the engine. Having worked on BDAs at Broadspeed, he now works on any make of car from the local boy racer's Anglia to the Gerry Edmonds BDA.

So how does a head man, fully tooled up for working racing engines, with a love for big sports cars with even bigger engines become involved with a rather quiet family saloon, but with admitted potential? It all happened last year when the synchromesh on second in the family BMW 2000 did not do all it should, and Spike, rather than shell out £70 odd, felt that it was time for it to go. Having sold it, he went down to the local Datsun dealer, Martins of Southam, cash in hand, coming away with the prettiest in the line, a 1200 Coupé.

The 1200 is a two door, four seater powered by a 1171 cc overhead valve, pushrod engine. It has an alloy block and eight port head, which, together with being slightly oversquare, makes it an engine with potential. It has a four speed box, cogs being chosen through the mechanical clutch. Suspension is very similar to that of the Escort with McPherson strut and coil springs, on the front with leaf springs at the back. The interior is quite well appointed, although the high reclining seats give little support to the small of the back. Instrumentation is good with a clock and rev counter being standard. Other useful features include two speed wipers, steering lock, a head lamp flasher right on the end of the indicator stalk, although a major criticism is that the sloping opening rear screen does not clear of water after rain, and there's no way of clearing it in motion. It also does not go low enough which makes reversing into parking spaces difficult. While on the subject of parking, the lock is above average, which, coming from a Triumph owner, is praise indeed.

So that's the standard car, but how has Spike engineered it into a Samuri? Obviously, one of the first parts to come under observation was the head, and the high pressure drill was soon at work. The old manifolds were then replaced with inlet and exhaust manifolds from Janapred, made for the Cherry engine, which is a slightly smaller version of the 1200 engine. On the end of the inlet

Introducing the Samuri — a special Datsun from Warwickshire

If you mention Datsun in the average motor sporting environment, the name is promptly associated with the Datsun 240Z, and possibly that "little one with the funny back," meaning, of course, the Cherry. However, that brief résumé of the range misses out the British best seller in the Japanese firm's range, the 1200, which comes in both saloon and Coupé form. Over 12,000 were imported last year, one in six of which was Coupés. When looking at the performance figures, it is easy to see why it is such a popular car, for with a top speed of around 88 mph, and petrol consumption figures in the late thirties, it represents a sporty little car which is cheap to run, even if the price is a little on the steep side at £1,215. When one of these Coupés fell into the hands of one Spike Anderson of Racehead Services in Harbury, Warwickshire, he recognised its enormous potential and set about making it, what he calls "a civilised motor car."

He set about doing this by reworking the head, something he's well qualified to do himself, new manifolds, mag wheels, a smart paint job and revising the suspension. The result is the Samuri (that's the way they spell it in Warwickshire anyway). In this way, he hasn't sunk the mpg to astronomically low figures, nor has he made it so hairy that no man's wife will drive it.

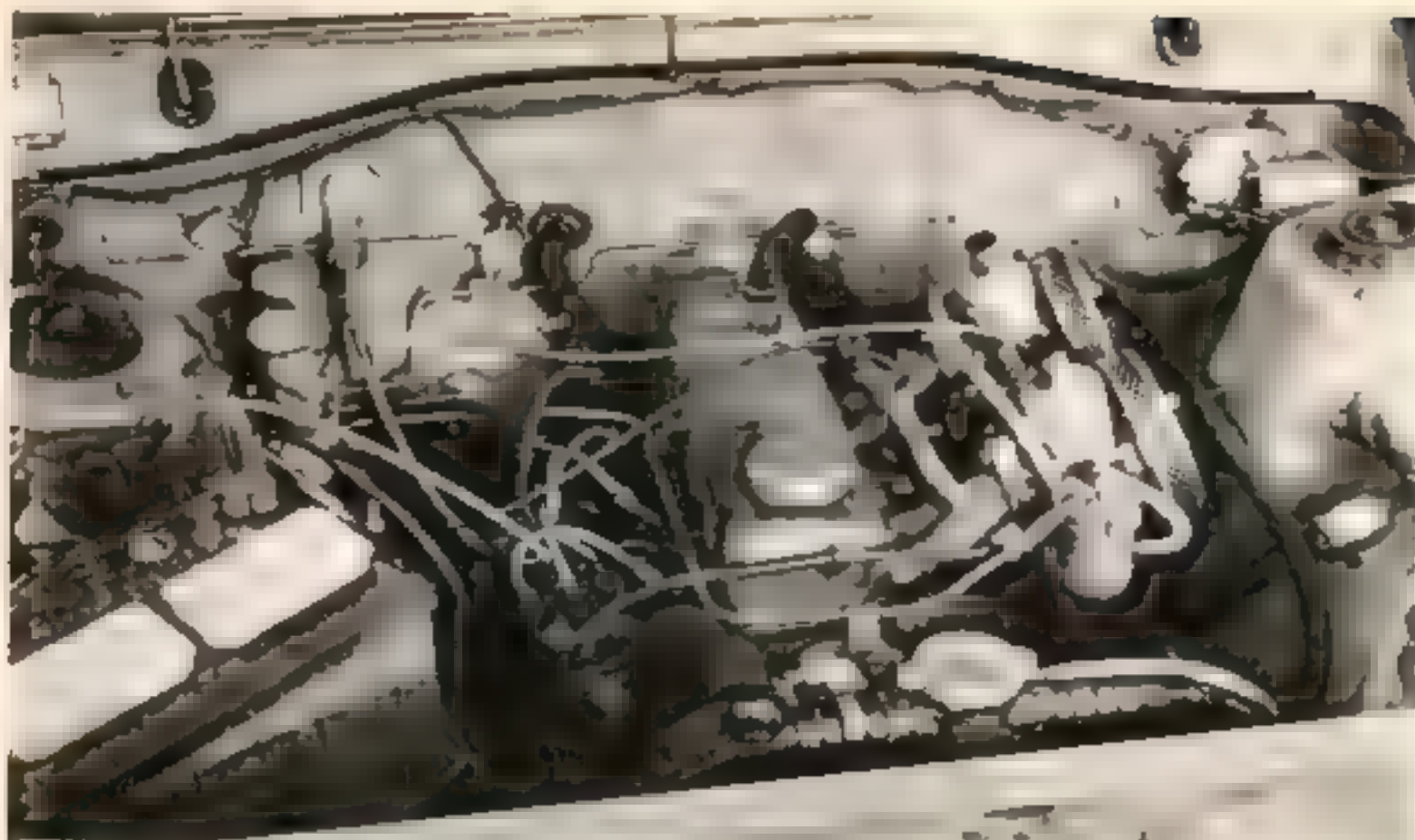
Healey and upon his return, when confronted with a Healey with a tired engine, he was well conversant with what could be done with these cars, and it promptly inherited a Chevy engine.

Spike at that time still wasn't involved with the motor trade in any way, but started to do long distance deliveries to the West Country for a flight simulation firm. In a Healey-Chevrolet, the travelling time didn't take long, but eventually the work ran out, and the car blew its rings. Spike then went to work for Neil Armstrong who was in business on his own, having worked for Ted Martin of Martin 3.0 V8 fame. Together they did head contract work for Alexanders among others, and in between, they shoe horned yet another Chevrolet mill into a Healey, the engine of this one having a F5000 background so it definitely wasn't slow, the car doing circuit racing.

Another project which got as far as the drawing board, but was never completed, was the Messerschmidt-Chevrolet hill climb car. Spike has a long term love of these ground based three wheelers, and in fact owned one of the few four-wheeled examples. The idea was to situate the engine behind the driver and convert the back end to two wheels. Unfortunately (or possibly fortunately) the hill climb brigade were threatened with this

The Samuri is lowered 2½ in, while the mag wheels are part of the added extras.





New manifolds are fitted, with twin 1½ SU's replacing the standard carburettor

manifold, Spike stuck a pair of 1½ SU's in place of the twin choke DCG carburettor with 26/30 outlets. These mods effectively raised the bhp from the 69 quoted for the standard engine to over 85, although this could well be improved with 1½ in SU's, although obviously at the expense of the mpg figures.

The next important point to come under consideration was the handling so the car was despatched to Karl (Tivvy) Shenton of Pershore who is a suspension specialist, and who is also involved in the Gerry Edmonds Escort for this year's Group 2 series. The result was that the ride height was lowered by 2½ in, the Japanese shockers at the rear replaced with Spax adjustables and the front and rear springs updated. To give the car an original appearance, Spike fitted Mag wheels from Midland Metallic, but without altering the size, so the original tyres could still be used. The finishing touch was added by Normandale Products of Ilchington who sprayed a pale blue roof and coachlines to the grid car, plus a blade to the bonnet and a Samurai flash to identify it.

Spike Anderson was more interested in

increasing the middle range figures than top end acceleration, and thus he seemed to have done quite successfully. I marooned Spike in the depths of Warwickshire (a good thing anyway because he had to finish the Gerry Edmonds head) and took the car for a weekend and over 300 miles of motoring. The middle range acceleration became immediately apparent, and on the open road, it was happiest to cruise at around 70 to 85, going from 60 to 85 with little effort and noise. Equally, with the car seemingly very tractable in top, it would cruise in traffic at very low speeds and accelerate from them when required. The mechanical clutch seemed a bit snatchy giving one the impression that it might be very easy to burn out the clutch in continual city traffic. Despite increasing the performance, Spike hasn't altered the rev limit of 5,200, and while both Spike and I reckon the rev counter was faulty, I estimate that the top speed is about 10 mph faster than the standard model. However, even in the gears, full throttle does little more than produce a lot of noise and for relatively little power, and top speed would be of little more

use than getting one out of a sticky position. I found the ride fairly hard, especially where road works had upset the surface, and occasionally the car would flick rather alarmingly sideways. My attitude of "hang on and hope" seemed to work very well, and together we kept in a straight line. On my mentioning this trait, Spike said that the shockers were screwed up fairly hard, so softening might have spared my worries. The standard seats are something that the individual must decide about, for while roll is fairly limited, it is not restricted to the car and the driver finds himself at impossible angles to stay happy. Firmer seating would help, but it might scare staid members of a family, negating the dual purpose sport shopping character that Spike has tried to establish.

Another point that I felt could cause concern was the steering, which at times could feel light, spongy and uncertain, although straight line was better. Cornering speeds were uncertain, and I'm fortunate that Brian Muir of Group 2 fame has also commented on this. Spike is accordingly considering altering the pick-up points to give more castor; a welcome improvement. Despite increasing the power output, it has not been necessary to alter the brakes, which consist of 8½ in discs on the front and drums at the rear. A servo is being developed but this is complicated due to the dual braking system, fitted as standard, and the difficulty is getting the balance right. The car is very light anyway, being lighter than an Escort, and despite my fairly heavy usage, the brakes were as solid on my return as when I left.

How does the increased power affect the mpg, as this must surely be a strong reason for buying a 1200 in the first place? In the 160 miles, which consisted of lots of revs through the gears, the car consumed just over 11½ gallons of petrol (three and four star) giving an average mpg of around 32, which is about six lower than the quoted best.

Racehead Services offer the conversion as a whole or in part, although the latter would not warrant the Samurai name. Spike would prefer to work on new cars, which would put up the price by £264.50 to around the £1,450 mark. Total time for the work is about a week, while engine mods alone would take about a day. All in all, Spike has made a very acceptable motor car out of one that has considerable potential, and with more cash, it could be even better. In its current state it fits the dual purpose bill excellently.

Russian rally car

— An unusual package-deal sampled

By Ian Sadler

If the British Army ever needs a replacement for the Land-Rover they need look no further than the Moskvich saloon. Somehow or other it seems very unlikely that this Russian made car would ever be chosen, although come to think of it, we do already have Volkswagen police cars. . . .

Wildboar Rallying of Brompton Road, London, supplied "Autosport" recently with their Group 1 rally car, a complete rally car ready for the scrutineers for £890 delivered in London, number plates and all.

"Where are you taking it—Bagshot? Have fun."

Wildboar certainly showed their confidence in the car.

Our car was in fact the one from their Racing Car Show stand, which was there in turn because it was the RAC Rally car. In other words apart from a quick engine tune it was tried in the condition it finished the RAC. It was returned to Wildboar intact but liberally plastered in mud (sorry I never had time to wash it) from top to bottom after what turned out to be a very surprising and

pleasant spell with the car.

Under the direction of Antoine Lurot, Jim Gavin and Nicholas Price the Wildboar Moskvich is not just a standard car with extra bits bolted on. Preparation is thorough, taking at a minimum 40 man hours per car compared with 6 hours for a standard pre-delivery inspection. Antoine, an accomplished rally driver (winner of the 1972 Dieppe Rally with Nicholas Price) is often out with a rally Moskvich 412, a good recent result being second overall on the Fildyke Rally with John McKeen.

Starting with the basic car, the Moskvich is a conventional no-nonsense family saloon car not built to modern labour and cost saving techniques but very soundly manufactured without short cuts. Its all alloy 1478cc five main bearing engine boasts an overhead camshaft and develops 80 bhp gross. In all other respects it is totally conventional. As for looks the Moskvich just cannot be described as a handsome car. Its relatively high build and narrow track put it at least ten years behind the times and in a sense this makes the car a

bit of a wolf in sheep's clothing.

In rally trim the Group 1 car costs £197 extra. For this the car is fitted with a half



Exit stage left—imminent!

roll cage, sump guard, fire wall, rev counter, competition Koni shock absorbers, laminated windscreen and full harness Britax belts. More suitable tyres are also fitted, usually Dunlop SP44s, not forgetting the comprehensive pre-delivery where everything is examined, tested and tightened. The above parts are fitted to what must already be a subsidised car, for its basic specification included brake servo, alternator, reclining seats and a host of other extras including a comprehensive tool kit.

Our ex-RAC Rally car included one or two non-standard items. A full roll cage was fitted the front U-shaped piece held by a central bar running back along the roof to the main bar shortly to be changed for two separate parts for each windscreen pillar joined across the header rail with an additional brace. This should be a stronger design for the same



The Moskvich 412 feels capable of any amount of rough treatment

material and will be included in the expanding list of Wildboar competition parts. Also to be put on the list are the auxiliary lamp brackets which on this car held a full set of Cibie long range and fog spreads. The only other non-standard items were up-rated front springs and competition brake shoes.

Engine modifications such as camshafts, cylinder heads and carburettors are soon to be offered and Wildboar will also be trying the Russian twin-cam competition engine though supply problems will probably prevent this from ever reaching the customer market. It would, as Wildboar think, probably be wiser not to anyway for the essential ingredients of this car are durability and cheap cost. Other items for the Moskvich will include Terry Hunter or Contour seats and a smaller diameter Motolite wheel.

So to driving the car. First impressions are that it is not a rally car, only the hum of the Dunlop MS type R tyres giving anything away. The rather noisy engine, nothing new to a rally car, would haul it along quite respectably though never with any remarkable punch. Brakes, all drum and with a powerful servo, took a few minutes to acquaint with, there being a delay in response that produced one or two stops, just after collecting the car, that were well up to the standard of the old gangsters Buick in the Saturday night "late night movie".

Driving quickly, by night, through the lanes of Kent and Sussex proved very deceptive at first. The worm and roller steering—well let's say it is not as good as a tight rack and pinion—takes some acclimatisation and arriving swiftly at corners produced some last minute second thoughts from the driver which involved taking deliberate precautionary lines involving lots of verge, bank and hedge road surfaces. Soon, though, it is realised that the Moskvich is not a precise, nervous, twitchy car and all that is needed is a general twirl of the wheel and the car's course will be roughly approximate to that imagined and that any noises-off from foliage etc can be ignored as of no consequence.

There appear to be no hidden vices and the car can be set-up for corners in an almost casual manner. The brakes won my respect, for once used to the servo's reactions they are very sensitive and allow liberties without ever showing signs of fade. Approaching the limit on dry roads there is no violent change of

characteristics, only a light rocking wobble from this high built car which warrants a slight backing-off to the right side up.

All in all, the Wildboar Moskvich 412 should readily find purchasers for it is very tough, very good fun and what's more, very cheap. A real bargain battleship of a rally car.

The custom men were no drag at the Palace

With drag racing attracting huge crowds around the country, it was inevitable that the Link House publication, Custom Car, would attract huge crowds to their third exhibition, held last weekend at Crystal Palace. Huge crowds there were, and if you've ever had doubts about the actual excitement of drag racing, this exhibition would certainly have completely dispelled doubts about the work that goes into the performers by the custom car builders. The cars were nearly all beautifully prepared, although there seemed to be very few of the trade supporters to the sport.

No car these days is safe from the custom car builders' ideas. Exhibits ranged from a chopper tricycle to Michael Pearson's converted Daimler Dingo armoured scout car which Lord Cowdray's heir bought to combat London traffic. One of the most popular exhibits, which won many prizes for its Scottish builder, was the Ford V4 engined Morris Minor. With Holley carb and turquoise paint job, the car was the second most popular vehicle at the show, and is used regularly on the road. John Bard produced an open 4½-litre Bentley based on a derelict S1. This car had the original dash etc but had been made open with wool seats and buttoned leather interior. Probably the most powerful road car at the show was a one-off two-seat sports car on a Jaguar chassis but under the very long bonnet rested a 2741 cc Rolls-Royce Merlin engine, hence the Rolls radiator. An early '51 Anglia was exhibited

Tyre pressure booklet

Over 600 cars on British roads to which Pirelli Cinturato radial-ply tyres can be fitted are listed in the company's new fitment and pressure chart, which now expresses recommended tyre pressures in both pounds-per-square-inch and their metric kgf/cm² equivalent. Pirelli's inclusion of metric tyre pressures is a stop-gap aid to British motorists who drive on the Continent or who use European-made cars—many of the handbooks of which express tyre pressures in metric only—between now and the tyre industry's agreed introduction of ISO bar units of pressure.

Another first is the inclusion in the new edition of recommended running pressures for Pirelli's new 70 Series Cinturato Roadstar radial, for which data has previously been published in a separate booklet. The chart's preface also contains important tyre safety recommendations on subjects including: tyre speed markings and their definitions; mixing of radial and cross-ply tyres on the one car; very high speed (VR) Cinturato fitment and use; fitting tyres to safety rims, sustained high speed and fully laden pressure re-adjustments.

For each model listed, the new chart gives the vehicle's original tyre size, wheel size, recommended UK and metric pressures front and rear and indicates cases in which tyres for certain cars must wear inner tubes.

To be distributed by the company's tyre sales force, Pirelli Limited has printed 20,000 copies of the new chart for UK tyre distributors, garages and fleet operators and a further 6,000 have been produced for use in export

● Aston Martin Lagonda Ltd has increased the sale of cars to Japan quite against the industrial trend.

Eastern Motors Ltd, distributors of Aston Martin in Tokyo, have already recently taken delivery of 12 cars, and on a recent visit of the principals of Eastern Motors Ltd, orders for immediate delivery for 10 more cars were confirmed.

The advent of any new formula brings about controversy. There are those who support it and those who are not prepared to give it a try. Formula 5000, Formula Atlantic, Formula F100 and production saloon car racing are prime examples of Motor Circuit Development's attempt to inject new life in to British motor racing. Formula 5000 has survived prolonged heavy weather, but through the determination of MCD, it has successfully survived the storm, and a healthy future seems assured. Formula Atlantic has proved immensely successful in its two year history while MCD's two-seater experiment, Formula F100, provided some attractive machinery but only a handful of drivers interested in racing them.

Much more successful was the introduction of production saloon car racing. By the first race it was apparent that the works based and expensively-prepared entries were to take most of the laurels, thus nullifying the idea that this standard class of racing was cheap and primarily for the amateur. Even with the tightening up of regulations for 1973, the manufacturers seem set to claim the Championship honours as the organising body asked the manufacturers which cars they wanted to race—and it's meant to be a club formula. Thus, the privateer has little or no hope of success, particularly with the lack of interest in staging non-championship Group 1 races. No doubt, this will change as the formula expands.

With MCD and the BRSCC pleased with the way production saloon car racing was progressing, it was announced during the 1972 racing season, that the BRSCC were to introduce production sports car racing, a Group 1 version of modified sports car racing.

The BRSCC have always been connected with MCD's new ventures, but the Club under Nick Syrett's helm, were far more involved in Group 1 racing than any other organisation and in his interview in *AUTOSPORT* before his departure from the BRSCC, Syrett talked encouragingly about introducing production sports car racing. During 1972, the idea of production sports car racing developed under the helm of Peter Browning, another staunch supporter of the racing of day-to-day road cars. Apparently STP had been a little disenchanted with their modified sports car championship mid-1972, particularly when grids in the south of England were becoming exceptionally sparse and the non-championship mod sports races reasonably full. Browning said that a number of competitors informed him that they wouldn't bother racing in STP championship rounds against the likes of Ted Worwick and Jon Fletcher, but concentrate on other races. Therefore, when the RAC announced that for 1973, there could be no more championships than there were in 1972 and the BARC were continuing to support a mod sports championship, the BRSCC and MCD convinced STP in to switching their sponsorship to production sports car racing. STP being particularly enthusiastic about supporting his new formula.

Peter Browning hastily points out that although their Championship is for production sports cars, the BRSCC will continue to support mod sports racing. "We will continue to run non-championship mod sports races with four to six races at every circuit we operate during the season. Perhaps there will be rather less BRSCC-organised mod sports races at MCD circuits, and more at non-MCD circuits," explained Browning.

"Our reason for introducing production sports car racing," continued Browning, "is that we felt the race-going spectators would welcome a closer association with the car he saw racing to the one he drove to the circuit. Recently, modified sports cars have been a bit lousy on the whole, and the ones that have been winning were predominantly specialised production cars rather than, for example, customary British Leyland sports car models."

Browning also wasn't happy about the trend "that there have not been many new people coming into mod sports racing and once that happens, it is time to seriously consider changing the formula. Perhaps intending competitors have been put off by all the



Mixture of mod sports machinery on the Club Straight at Silverstone. Worwick's TVR Tuscan has the

FROM MARQUE TO PROD SPORTS

ROBERT FEARNALL examines why the new production sports car formula was introduced, how it has developed from the original marque formula and if there is a need for it

problems the formula has suffered, for instance the ones we have had over eligibility.

"Really the mod sports crowd got themselves a bad name, but it wasn't their own fault. The regulations were so badly drawn up that they could not be enforced properly. For instance, nobody understood the construction of the Lotus Elan so the Elan was able to get away with 'fiddies' which the Spridgets could not. The answer was to get rid of the illegal cars at the beginning of the year but the BARC never did proper eligibility scrutiny on mod sports cars, whereas our scrutineers were very strict on this. The result was that cars excluded at some of our meetings at Brands had been declared legal a few weeks previously at a BARC meeting."

Contrary to belief, Peter Browning and the BRSCC have no desire to do away with modified sports car racing. "Group 1 racing has proved and established itself but hasn't diminished the interest in special saloon car racing. I would hope for complete freedom at one end of the scale—with special saloon and mod sports—with strict restrictions at the other end—with production saloon and production sports. I would like to see special saloons and mod sports run to the same regulations (with the exception of not permitting engine swaps in mod sports), in being completely free."

Towards this end, the recent RAC regulation (not included in the 1973 Blue Book) does away with wheel rim width limitations on mod sports and special saloons, although one would hope that Spridgets and Ginettas would suddenly not turn up with ludicrously wide rim widths than the 7½ in regulation previously enforced.

So, towards the end of 1972, the BRSCC drew up regulations for their new type of sports car racing. They received 20 to 30 encouraging letters, expressing much interest, and welcoming the productionised version of mod sports racing, but since then, there have been certain setbacks.

The most serious problem has been the late publication of the list of eligible cars, a problem which has left little time for the preparation of production sports cars before

the first STP Championship round next month. The list of eligible cars is principally based upon models which are included in the 1973 FIA list of homologated Group 2 (1000 minimum) and Group 4 (500 minimum) cars and which are currently available in the UK. Just in case that doesn't include all the cars the BRSCC want, however, the regulations go on to state, "certain exceptions have been made in respect of cars that although still homologated are no longer on sale, but are likely to be the popular choice of a significant number of prospective competitors." Although the BRSCC were instrumental in preparing production sports car regulations, the late publication of the list of eligible cars was not their doing—like in Group 1, the CSI's list of homologated cars for 1973 was published exceptionally late and there was a certain amount of time-wasting between the RAC and the SMMT. It is certain that the late publication has lost some prospective entries from production sports.

Browning believes that what must happen in British production saloon and sports car racing (and what probably will happen in 1974), is that the homologation form and showroom catalogue (currently used by scrutineers as the guideline for eligibility), be scrapped for that purpose, and that an RAC specification sheet of a production car be drawn up. This would be complete in every detail after which it is ratified and then published by the RAC. The fact-finding examination needed for this RAC specification sheet would be carried out by an RAC eligibility scrutineer by checking thoroughly a normal production line model, witnessed by other parties (such as rival manufacturers and competitors), so that everyone knows what's permitted on each model for that year.

The current list of eligible production sports cars is very thin, although the BRSCC do have the right to make amendments during the year; at present, there are four cars in the up to £1200 class, five in the £1201 to £1625 section, 10 in the £1625 to £3000 category and 14 in the over £3000 class. As in Group 1, only the current models which have been homologated will be allowed to compete, so if anyone has an intention to



ablate on the left

race an old frog-eyed Sprite, then forget it. On the other hand, if anyone decides to buy a new Spitfire to race in production sports, he'll have problems. The only new Spitfire on sale is the Mk 4, but only the Mk 3 is homologated to race.

The list of eligible cars looks impressive on paper: Mercedes 350 SL, Alfa Montreal, Porsche Carrera and assorted 911s, Ferrari Daytona, de Tomaso Pantera, Datsun 240Z, Jensen Healey, Jaguar E type 4.2, Lotus Elan +2, Lancia Fulvia 1600 Rallye HF, Clan Crusader (about which, there is a rather large storm brewing over whether 500 have been produced for its homologation to have been accepted), with the two sparse baby classes dominated by such British Leyland products, as MGs, GTs, Spitfires and Spridgets, and it's in this class where one would expect the majority of entries to come from rather than the £3000 bracket. But there's not a sign of a Morgan, or TVR, or Davrian or Ginetta—despite their claim to the British sports car market, they are not eligible to compete in production sports car racing.

Browning explains that the regulations are anti the small specialised manufacturers because of the problems of policing the cars. "Their scene is mod sports where there are freer regulations, but for production sports car racing, we want a minimum production run of 500 cars per year. With small specialised firms, most cars produced from the factory differ in some way, so it would be impossible to police them."

And how standard will the eligible production sports cars be? No modifications from the manufacturer's basic and catalogued specification will be allowed except for such items as making the exhaust system free beyond the manifold, fitting a safety fuel tank, modifying the fuel filter, and allowing exterior bonnet and boot safety catches, but full width roll over bars, laminated screens and the installation of a 1kg dry chemical fire extinguisher are compulsory fittings. Cars may run either closed or open, but if open, then a hood which is normally fixed to the car must remain in place whereas if it is detachable, it may be removed. Hardtops and flexible tonneau covers will be allowed providing they are made by the manufacturer or in the case of hardtops, by a recognised alternative supplier.

And what are these prod sports cars going to race on? Wheel sizes will be the smallest rim widths homologated and tyre sizes will be those specified on the homologation paper or the manufacturer's catalogue, to the smallest rim width homologated. The make of tyre

can be selected from those given in the RAC Tyre regulations (on pages 145 and 146 of this year's Blue Book), although unlike Group 1, the Firestone Torino is banned in prod sports.

The BARC are not running any production sports car races. A spokesman from the BARC explained that they could not fit production sports car racing in to their programme and even so "we feel modified sports car racing fulfils our purpose in this category and as a result we believe there is no need for production sports car racing." The BARC attempted to run a production sports car race at Thruxton last September. Admittedly the regulations were vague and the race not very well publicised, but the BARC found a distinct lack of interest and a desperate lack of entries, so the race was cancelled.

Although it's name has changed frequently since, the BARC introduced this type of club production sports car racing in 1957, with marque racing. The old Autosport production sports car championship was run on similar lines, although the list of eligible cars for 1957 marque sports car racing comprised just five makes. The majority of competitors drove their racing machinery to the circuit, but even so, the regulations for marque racing were considerably more relaxed than those for the new production sports car formula. A look back at the BARC Gazette, for the national Goodwood meetings on June 10, 1957, describes the first marque race.

"Finally on the programme came a 7 lap marque scratch race, a new type of event which has since become extremely popular. Eligible are sports cars of the five types sold in largest quantities to British drivers for competition purposes. They are the MGA, Triumph TR2 and TR3, Austin Healey 100 and 100-Six, AC Ace and Morgan +4. No regulations have been made to prevent competitors from modifying their cars because this would exclude the majority of owners, who, if they race at all, usually carry out at least minor modifications.

"The Austin Healey 100S and the Bristol-engined AC Ace are excluded because these types are so much faster than the rest that they could easily run away with the race. Some eyebrows have been raised at the non-exclusion of alloy-bodied, disc-braked MGAs, but lap times have shown that they are no faster than at least one drum-braked, steel-bodied model—as usual, it is the driver who counts.

"Fastest practice times for each make were: AC, 1 m 53.4 s; Triumph, 1 m 54 s; Morgan, 1 m 54.6 s. Only the Austin Healey failed to come up to expectations, and in the race

itself the order of the first three was AC, Morgan and MGA and the dying throughout the field was wonderful to see."

One interesting aspect of that first marque race (won by P. G. Fletcher), compared with modern mod and prod sports racing is that first prize at one of this year's Blue Circle Championship mod sports rounds is £20, first prize in an STP prod sports round is £18 and the first prize in that first BARC marque race in 1957, was £30.

Marque racing became so popular that five more races were run in 1957 and by the end of the six races held in '57, each one of the five eligible makes, had won a race. Incidentally for 1973, Forward Enterprises have resurrected marque racing at clubmen's meetings for thoroughbred production sports cars of that era.

The BARC awarded their Fred W. Dixon Challenge Trophy to their marque sports car formula in 1958 (they still do award it to this type of racing), and the concept of the formula remained basically unchanged until 1967, although naturally the list of eligible cars had been expanded. In this era, Tommy Entwistle's TVR Granturas had claimed the Championship three times in 1963, '65 and '66, his run of wins interrupted when Bernard Unwin's Sunbeam Alpine won the magnificent Dixon Trophy in 1964. Unwin almost beat Entwistle for overall Dixon honours in 1968 when the outcome depended on the final round at Silverstone and although Unwin, then driving one of Alan Fraser's Sunbeam Tigers, narrowly defeated Warren Pearce's Jaguar X, Entwistle won his class and the Championship.

The popularity of BARC's marque sports car racing was now becoming noticed by other organisations and in 1967, MCO organised a Brands Hatch marque series, sponsored by Amasco. This year saw the advent of such E-type battles as those between Keith Holland, John Lewis and Warren Pearce, the fantastic performance of the British Leyland-developed Midget of Roger Enver and the first appearance of John Britten's ultra-lightweight MG Midget which not only claimed the Amasco title but also scored 28 wins in 1967 club racing.

The significance of 1967, 10 years after marque racing had been introduced, was that marque racing had been brought out of the BARC's realms of true production sports car racing for fun, in to a commercialised form of racing for highly prepared and sophisticated machinery. So much had this type of racing changed, that in 1968 the promoters changed its name to special sports car racing. In order to combat against the highly-prepared machines which dominated in 1967 and which although legal, were way outside the spirit of the formula, a certain amount of restrictions were brought in to force with the change of name to special sports. There were stricter regulations on the body shape, and fuel injection and crossflow heads were banned, although many other modifications went unchecked. However in 1968 and 1969 (when by popular demand, special sports car racing became production sports car racing), this club formula enjoyed some of its most competitive and most well-supported days. More and more ably driven E-types appeared, such as those very rapid lightweight versions of Mike Franny, John Wilson, Alastair Cowin and Rob Schroeder (all of whom have since disappeared from the racing world), and John Quick, although towards the end of 1969, the might of Jaguar was challenged by the hair-raising Cobras of Ian Richardson and Shaun Jackson, the latter being another young driver to impress considerably in prod sports but to later disappear from racing. The 2 to 3 litre class was continually fought out between the Healey 3000s of John Chatham, Stuart Hands and the late John Gout, with the big Squealeys claiming both prod sports titles in 1968. Gabriel Konig took over the domination of the smaller Midget class from her car's owner John Britten in 1968, but in '69, Alan Woode made sure of his excellent preparation and limited resources to win overall the Amasco Championship and come very close to winning the Dixon series, which was sponsored



Old marque racing with Kendall's Morgan leading the field through Goodwood's chicanes.

for the first time in 1969, by Chevron Oils in the 2 litre category, the Spridget stranglehold was threatened and even beaten by Chris Boulter's Marcos Volvo and Chris Marshall's Gold Seal Spitfire, with the 1150 cc Gold Seal Spitfire of Richard Lloyd notching numerous class wins in the lower division.

An important aspect of production sports car racing was that it was a class of racing in which British Leyland products were excelling, despite the company's lack of competition interest. At least this reflected that production sports car racing was still the only amateur formula at national championship level, as the race had been taken over by the Ford Motor Company. Perhaps this is why dramatic changes were brought in to production sports car racing for 1970, as the formula didn't appear to be in need of a change. From production sports car racing, the name was changed again, for no apparent reason, to modified sports car racing, and instead of a general all-round tightening of the regulations certain rules were made more stringent and others more relaxed. The result was that cars like the Spridgets were heavily clamped down upon while still expected to compete on terms with lightweight Lotus Elans, which were suddenly accepted.

In that modified sports car racing still exists under the same title in 1973, the changes in 1970 were the last significant ones. Chevron Oil continued to support BARC's Fred W. Dixon Challenge Trophy until this year when they have been replaced by Blue Circle Cement, while the Brands-only Amazon series was elevated in 1970 to a national championship held at other circuits and sponsored by STP, who continued to sponsor it in 1971 and 1972, before deciding they wanted something new for 1973.

Main points from the current regulations instigated with mod sports are that the cylinder head and block must be both the same capacity, but may have metal removed by machining, and the reboring and lining of cylinder sleeves is allowed so long as it doesn't take the car out of its original class. Fuel injection can only be used when its standard or optional production equipment and the number of forward gears can't be altered. As far as the chassis and body is concerned, the standard structures must be retained completely (although may be

strengthened), and only the doors, bonnet, boot lid and external wings may be changed for lighter versions provided that they're of the same shape and dimensions and are not part of the stress bearing body panel. Only detachable hard tops catalogued as optional extras by the manufacturers may be used, and between the centres of the wheels no part of the chassis or body may be changed unless the part was originally attached by bolts and rivets. Finally, the type of suspension, whether it's beam axle or independent, can't be changed.

In some ways, it seems that the commercialism which caused such rapid changes in the formula, milked production sports racing dry of its good points, before venting much more than was available by allowing in cars that didn't belong there, and then letting the whole thing slip. Now the MCD group have pulled out of mod sports and the BARC are back to the pre-1967 days of continuing to run the Fred W. Dixon Challenge Trophy. The BARC now must help the RAC bring some stabilisation and clarification to the modified sports car regulations, something which has been lacking for some years.

In these last three years of modified sports car racing, the role of the E-type was challenged and beaten, primarily by the Cobras and last year by Ted Worwick's big TVR, Harvey-Bailey's Corvette or Pearson's plastic XK. Healeys gradually became out-paced in the 2 to 3 litre class, in which Brian Hough's consistency in a TVR Tuscan V6 paid off for him to win both mod sports championships in 1971 and almost repeat the double in '72. Lotus Elans out-classed almost everything else in the 2 litre category and although Norman Cuthbert started the ball rolling in steamroller fashion, Jon Fletcher has since been top Elan man, while Spridgets and Spitfires are still able to clinch class wins in the 1150 section, although the more potent little Ginettas have been taking much of the 1150 championship prize money.

Which brings us back to the present and to the point where modified sports car racing has been at its lowest regarding regulation squabbles, whether its eligibility problems or more recently, the introduction of a 1300 cc class in to mod sports for 1973. This latter business has caused more correspondence and confusion than any other club racing topic,

so let me briefly outline the parts which have caused the controversy. The matter arose from the October '71 club drivers' conference when C. J. Thurlow from the South Hertfordshire MC voiced for the raising of the 1150 cc class to 1300 cc for 1973. The late John Gott stated there and then that, on behalf of the RAC, he agreed with this proposal and that it would be carried out, rather than putting the matter before the RAC Competitions Committee. The new change in class was subsequently announced in the RAC's Motor Sport News and immediately many of the 1150 competitors started to moan, and from an RAC Competitions Committee meeting, the BRSCC's Peter Browning and the BARC's Grahame White were asked to investigate the matter. A well-publicised referendum was organised by the two clubs, which ended with a result of 32-10 in favour of the 1150 class. This was presented to the RAC Competitions Committee who agreed to re-instate the 1150 category, but the hierarchy at the RAC refused to accept the Competitions Committee's proposal, as the change in class had already appeared in print in the RAC Motor Sport News. So, the only satisfactory conclusion was to publish five classes (up to 1150 cc, 1151 to 1300 cc, 1301 to 2000 cc, 2001 to 3000 cc and over 3000 cc), and it was up to the Clubs which classes they wanted to run.

The BARC and BRSCC state emphatically that they have never said they were going to run the five classes and have had no intentions of running a 1300 division. Why? I asked a BARC official. "Although it would be acceptable to have an extra class as some competitors feel it necessary, it is impossible to run five classes at places like Brands Club circuit and Mallory Park, where the number of starters is limited to 20; there have to be four or more starters in our championship to score full points, so it just wouldn't be acceptable." Incidentally, the NSCC's unsponsored Dick Protheroe Mod Sports Championship, held at their own meetings at Croft, Mallory and Cadwell, will run the RAC's five classes.

The list of eligible mod sports cars for 1973, also lacks a certain amount of reasoning. For this year, the RAC have published a list of eligible cars in their current Blue Book, from which no additions could be made during the year after the January 1 deadline. (Incidentally, the Lotus GT, Piper 1600 and Mini Jem were added to the printed list in the Blue Book list before January 1). One would expect the new Clan Crusader and Jensen Healey to be included on the list with such machinery as Daytonas, Corvettes, E-types, Elans, Spridgets, Morgans, Ginettas and TVRs.

Continued on page 37

1973 Championships	
Blue Circle Mod Sports car championship for the Fred W. Dixon Challenge Trophy. Organised by the BARC in four classes up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc.	
Class 1 up to 1150 cc	March 25, Thurston; April 1, 5, 8, 12, 15, 19, 22, 26, 29, 30, 31, 1973
Class 2 1151 to 2000 cc	March 25, Thurston; April 1, 5, 8, 12, 15, 19, 22, 26, 29, 30, 31, 1973
Class 3 2001 to 3000 cc	March 25, Thurston; April 1, 5, 8, 12, 15, 19, 22, 26, 29, 30, 31, 1973
Class 4 over 3000 cc	March 25, Thurston; April 1, 5, 8, 12, 15, 19, 22, 26, 29, 30, 31, 1973
STP Production sports car championship. Organised by the BRSCC in four classes up to 1100 cc, 1101 to 1300 cc, 1301 to 1600 cc and over 1600 cc.	
Class 1 up to 1100 cc	March 25, Thurston; April 1, 5, 8, 12, 15, 19, 22, 26, 29, 30, 31, 1973
Class 2 1101 to 1300 cc	March 25, Thurston; April 1, 5, 8, 12, 15, 19, 22, 26, 29, 30, 31, 1973
Class 3 1301 to 1600 cc	March 25, Thurston; April 1, 5, 8, 12, 15, 19, 22, 26, 29, 30, 31, 1973
Class 4 over 1600 cc	March 25, Thurston; April 1, 5, 8, 12, 15, 19, 22, 26, 29, 30, 31, 1973

Past overall winners of the BARC's Fred W. Dixon Challenge Trophy	
1968	A. J. Healey
1969	M. J. Healey
1970	M. J. Healey
1971	M. J. Healey
1972	M. J. Healey
1973	M. J. Healey
1974	M. J. Healey
1975	M. J. Healey
1976	M. J. Healey
1977	M. J. Healey
1978	M. J. Healey
1979	M. J. Healey
1980	M. J. Healey
1981	M. J. Healey
1982	M. J. Healey
1983	M. J. Healey
1984	M. J. Healey
1985	M. J. Healey
1986	M. J. Healey
1987	M. J. Healey
1988	M. J. Healey
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2013	M. J. Healey
2014	M. J. Healey
2015	M. J. Healey
2016	M. J. Healey
2017	M. J. Healey
2018	M. J. Healey
2019	M. J. Healey
2020	M. J. Healey
2021	M. J. Healey
2022	M. J. Healey
2023	M. J. Healey
2024	M. J. Healey
2025	M. J. Healey
2026	M. J. Healey
2027	M. J. Healey
2028	M. J. Healey
2029	M. J. Healey
2030	M. J. Healey

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Rockey again

The Ice King scores again! Nigel Rockey overcame icy weather and survived post rally storms to win his second C/MN round of the year and his home club's own event. This time he drove his Hooper's Mexico, thus gaining maximum points on this event for both C/MN and Mexico series, and just as on the Targa, a Mexico came second driven by Russell Brookes. The first car of ordinary rally conception was Bob Jeffs' RS1600. The rally was exceptionally well enjoyed by competitors for its presentation in an area well known to be difficult for organisers.

The yellow Mexico of Rockey just had to be favourite, for snow still lay on fields in the higher regions, and there were few corners that drivers confidently knew would not have some trace of ice. Nigel enjoys his rallying, believing not so much in his own abilities but more in the competitive qualities of his car, knowing that as soon as the weather turns sour the Mexico wipes off practically any advantage that cars of G2 and upwards may have. He had two drivers chasing him hard, his great rival Brookes and a surprise item in Malcolm Patrick. Patrick drove what almost became a legend any rally, to come a provisional second overall, not in the RS1600 he had in the Isle of Man when he finished fourth, and the RAC when he retired after lying eighth, but in Rodney Budham's old Imp, which had last year won the Shenstone. The Birmingham dentist had a clear two-minute lead at the first petrol halt, in a type of car he had not driven until that afternoon. "It's incredible, the Imp drives itself in these conditions!" But instead of gaining a well deserved result he was thrown out at the finish after reports that he had been using more than the permitted two auxiliary lamps at once. The organisers had warned competitors about this new rule in the regulations, but one suspects that his exclusion must have had something to do with the attendance at the rally of RAC's Chris Belton and rallying's Ralph Nader, Cyril Angel. The latter was the prime instigator of the one-hour route plotting time and the two lights rules. Eric Jackson was also thrown out for this lighting affair, though his navigator Don Barrow stated his driver had been scrupulous in observing the rules. Judges of fact are nasty things, particularly when penalties are incurred retrospectively. It did not seem like part of Martin Clark's rally at all. Eric would otherwise have finished in the top 10.

What of the other contenders? The Dealer Team Vauxhall commanded respect that led to seeding positions one and two, and flattered only to deceive. They have the two best drivers currently in club road rallying, and their score this time was another non-start (engine trouble) and a wheel which came off when the nuts came adrift. Performances like this are going to undo everything that Vauxhall dealers and other Vauxhall

competitors have been trying to achieve. The Sky Petroleum team were out in force, supporting their two crews, with Laurie Richards still in Bill Wood's ex-Sparrow Mini—"don't worry, folks, the new big Escort will definitely be ready next time!"—with which Laurie struggled on through the ice unhappily until right near the end when the transmission failed. The failure was thought to be in the diff. Their other driver was Linda Jackson in Laurie's old Escort, on its first outing since the Shenstone. Linda was enthralled with the car, with a torque which suited the conditions well and which brought sad reminiscences for Laurie as Laurie fought with a narrow power band. After a long time Linda once again gained some points, actually one point, but only after a collision with the Wipac Mexico of Gillian Fortescue-Thomas who followed Linda past a turning and could not stop quite as fast as Linda did! It was Gillian's lights that suffered most. Talking of the ladies, Vicki Lambert (Horsmans' Opel Ascona) was having trouble too, losing about 8 m through going into a bank, causing her to incur fails when OTL came along.

For the second rally running the CCC Clan Crusader finished the best non-Escort, this time fourth, after a run hindered only by having no spot lights in the first part and two excursions. No sooner had they evacuated their first hole when it was filled by Dave Roderick's Mexico. No bad vibrations for the plastic peril this time, a good steady run by a driver still learning the noble art of national road rallying. Going off was quite the occupational hazard of the night, for Kevin Vidsen did this and deranged his front suspension. Bob Bean did his at the end of a long straight in mud, and even the mighty Rockey lost one whole minute through an excursion. Bean's car incidentally tantalisingly trailed some new demon sponsorship scheme due to be announced this week by Eric Jackson of Service Garage Barnsley. Gerry Tripp, one of Tavern's more senior rally drivers, rolled his Sprite. Eric Jackson went off, and in the panic of the moment ripped the flex lead out of Don Barrow's magnifier, a sort of insult to the great magnifier manufacturer! John Barter damaged his Mexico going up a crazily steep, muddy hill which most competitors felt sure should have been put in the organiser's list of nongoes, not goers. Roland Young, Barter's great rival last year in the old Sport category, did it twice, once on each front wing. Hardly a driver did not confess sooner or later under interrogation!

The Bristowe was a triumph of route planning, with only a run out from the Barnstaple base over to the Hartland area, and a seven mile main road run to break up a remarkably tight route. The Bristowe has been the longest running counter in the C/MN series, by all accounts, and deservedly so. One section was timed to the second, in case a form of tie-decider was necessary, and then was held over tortuous roads north of Great Torrington, but in fact this was not necessary. Right from one's arrival at the friendly North Devon Motel through to the prompt announcement of the results there was an air of control and mastery about the rally which was clearly bred by years of organising experience, but the matter of those lights was so out of keeping with the rest of the event that one wonders if rallying would not be better rid of official supervision and left in the hands of mature and responsible clubs like Tavern Motor Club, Bristol.

MARTIN HOLMES

1. Nigel Rockey/Paul White (1.6 Ford Escort Mexico) 40 m 20 s. 2. Russell Brookes/John Brown (1.6 Ford Escort Mex) 42 m 35 s. 3. Bob Jeffs/David Taylor (Ford Escort RS1600) 44 m 59 s. 4. Alan Corry/Martin Holmes (Coxen Crusader) 45 m 11 s. 5. John Barter/David K. Brown (1.6 Ford Escort Mexico) 46 m 01 s. 6. David Roderick/Mike Woodward (Ford Escort Mexico) 47 m 28 s. 7. Ted Cowe/Juan V. L. L. Ford Escort TE 49 m 06 s. 8. John Edwards/Barry Don Davidson (Ford Escort Mexico) 51 m 45 s. 9. Jimmy Brough/Gerry Ryan (Ford Escort RS1600) 45 m 11 s. 10. Linda Jackson/John McKerrall (1.6 Ford Escort RS1600) 46 m 19 s.

Best non-Escort: Dave Symonds/Ron Graham (1.6 Ford Escort GT) 51 m 25 s. Best Ascona: David Gerrard/John Lambert (1.3 Opel Ascona) 54 m 15 s. Selective penalties: 1. Jeffs 4 m 59 s. 2. Cowe 7 m 11 s. 3. Brookes 5 m 15 s. 4. Rockey 5 m 20 s. 5. Roderick 5 m 28 s. 6. Edwards-Parton 6 m

Continued from page 34

end of course, they are, but the Jaguar V12 E type is not, although it's included in the list of G3/4 production sports cars. When I asked RAC's Neil Eason Gibson why the V12 E-type was not listed as a possible mod sports car, he said that it was because no-one had asked him to include it on the list, and now it's too late. So, if anyone is preparing a V12 E-type for mod sports racing, don't bother. To be included in the list of mod sports cars, there is no set rule but generally at least 50 models should have been produced.

Now that we've seen the background to modified sports car racing and the introduction of production sports car racing, I asked a typical mod sports competitor about his reasons for going mod sports.

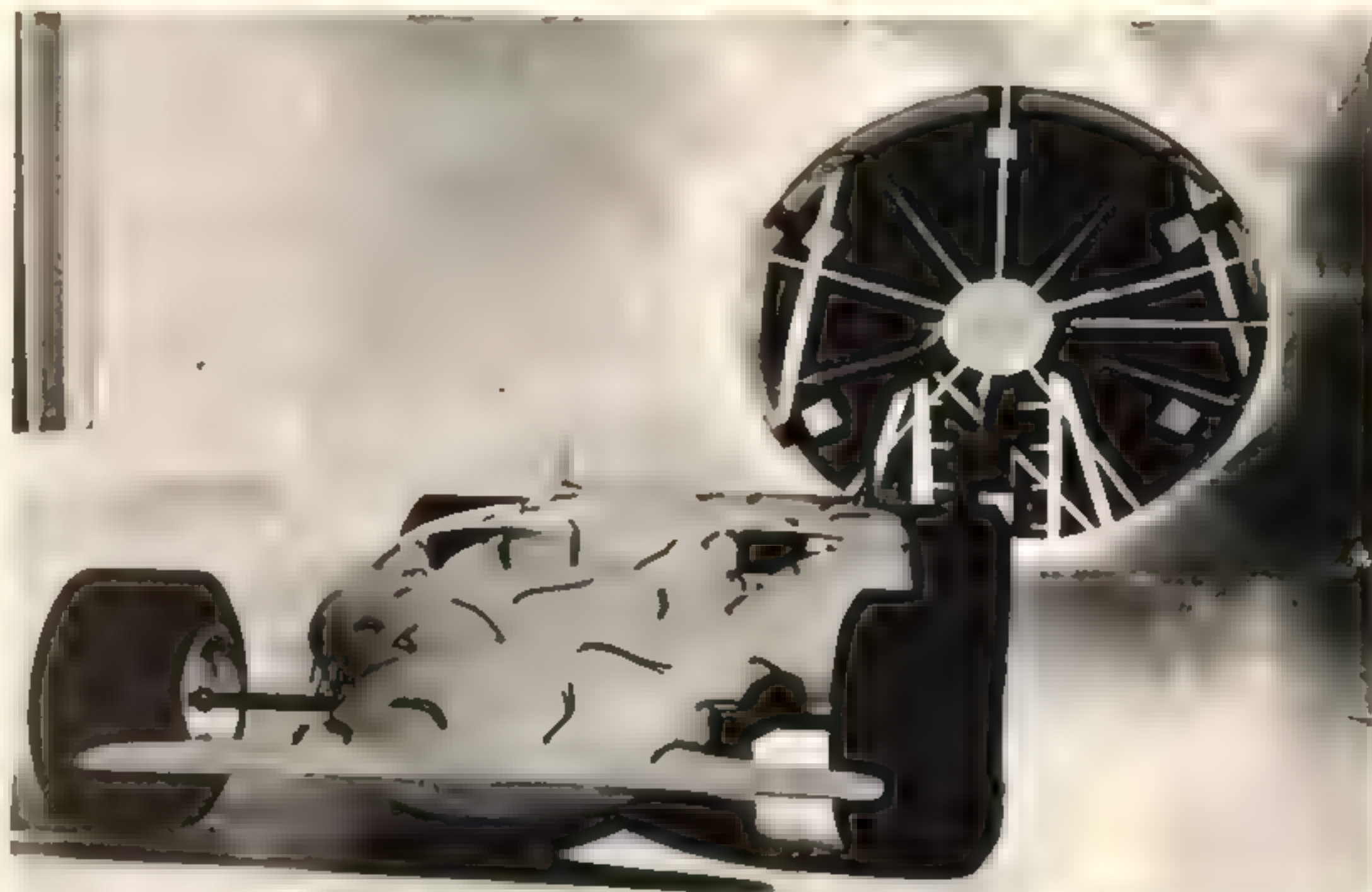
Andrew Talbot, aged 38, races 1150 cc Triumph Spitfires. Last year was his first full season and he achieved eight class wins and finished a creditable third in class in the STP modified sports car championship. Andrew's attraction to mod sports is that it's cheap and enjoyable racing. He started twelfthumping a road going Spitfire in the late sixties, but wrote it off in a road accident and rebuilt it as a mod sports car, using bits from other up other mod sports racing Spitfires from written-off Herolds and Spitfires, and spare parts, and he is currently building a new demon Spitfire for 1973 mod sports. Andrew has no intentions of turning to production sports because of its prohibitive cost. Not only of buying a new car compared with building up your own cheap racer, but if or when he has a shunt in production sports a new steel bonnet alone would cost £60, whereas patching up the pieces and another glassfibre section would put his racer back on the track for very little money. Mechanical disorders during 1972 have been repaired cheaply by getting old bits, and the attraction of trying to extract a bit more power through his own modifications makes it a much more enjoyable proposition to Andrew than racing a bog-standard road car.

But let's at least see how production sports car racing gets on. Despite some mod sports pessimists, there are still going to be many mod sports races in 1973, although not an STP Championship and with the lack of competitors' support in that series and the shabby appearance of a number of cars at public promoted Championship meetings, the Club had every justification in switching the sponsorship. Quite whether it should have gone to production sports car racing is disputable. With a new unproven formula such as this, I feel that its try-out should have been given at smaller clubmen's meetings to gauge the level of participation rather than bore spectators at promoted meetings with the possibility of poor races and small grids.

Group 1 got off to a flying start at Brands Hatch in 1972 but I doubt if Group 3 will have such an enthusiastic and successful premiere at Croft in March 1973. There will not be the factory-backed entries that have filled the G1 grids in 1972 and I do not believe there are enough BRSCC club members interested in racing their new sports car—after all if he prangs his normal day-to-day sports car, it's going to be far more expensive than shunting his cheap second-hand Mini he may have used in last year's G1. But it is important that the future of the formula should not be judged on that one round. If production sports car racing does succeed at the end of 1973, then attempts will be made to relax the modified sports car regulations and no doubt merge this class of racing with the rapidly diminishing sports GT category. And if production sports car racing dies at the end of 1973, then we still have mod sports. In concluding, after looking at the development from marque racing to the new production sports car formula, I believe that if modified sports car racing had been properly controlled by sensible regulations in the late sixties and early seventies, then there would have been no need to introduce a formula for road-going sports cars in 1973.

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Boyd's clean sweep

The newly formed Lombard and Ulster Rally team of Adrian Boyd/Dr Beatty Crawford and Rosemary Smith/Pauline Gullick had a most successful outing in the third STP International Galway Rally, February 9-11, with the R. E. Hamilton-prepared Ford Escort RSs taking outright victory and the ladies' prize. Boyd drove the ex-works car used by Timo Makinen last year, and now converted to right-hand drive; and was never challenged throughout the three days, as several of the other fast cars dropped out with either mechanical trouble or by going off on stages. It was quite a tough event, superbly organised by the Galway Motor Club and for the first time results were computerised.

The entry list finally closed at 162, with the bulk of competitors made up of 112 crews from the Republic of Ireland and 46 crews from Northern Ireland. The troubles of last year are happily past tense, but it's a great pity that only two English crews entered—John Price/M. Gerriah in an Alpine-Renault and Alan Jenkins/L. Jenkins in an Escort. Red Dragon winners Nigel Rockey/Paul White did not take up their B+I Motorway reserved entry; but all the way from New Zealand came the Escort of Chelmsford based Mike Marshall, navigated by MN general dog's-body Mike Gressley. Several well known racing men came across the Irish Sea to dice at Mondello Park last season.

Heading the list was Ireland's most professionally organised rally crew, Adrian Boyd and Beatty Crawford in the beautifully prepared and very potent Escort RS of the newly announced Lombard and Ulster Rally Team. A similarly turned out RS was also entered for Rosemary Smith/Pauline Gullick, also prepared by R. E. Hamiltons of Belfast, and seeded number 16. Cahal Curley, 1971 winner, was at number 2 in his lightweight BMW 2002 and navigated by Austin Frazer. Billy Coleman/Dr Frank O'Donoghue were Alpine mounted, although it was on the cards that Coleman might have brought out his famous tatty Escort, now with BDA power, instead of the little plastic parli. Number 4 were Sean Campbell/Brian McConville (RS), followed by David Agnew/R. Harkness (BMW), John Keating (Escort), Mervyn Johnston/A. W. Elliott (Mini-Cooper S) and John Price in his red Alpine, which was in infinitely better looking nick than Coleman's blue one. John Keating was a non-starter, his BDA engine was reported blown.

Adrian Boyd on his way to a clear win in the Lombard and Ulster Ford.



Last year's winner Ronnie McCartney changed from his Triumph 2.5 PI to a BMW for this year and was seeded number 9 and navigated by F. Hutchinson, while his brother Dessie was having a throw himself this time and navigated by Peter Scott in an Escort at number 11, and splitting the McCartney Bros were David Lindsay I. A. Cunningham in an RS Escort. Charlie Gunn Harry McEvoy, second last year, completed the first dozen with their Escort t/c. John Bridges Brendan Doyle were allocated number 13 which proved unlucky for Bridges who ran out of road and damaged his Escort t/c before setting off for Galway on the previous night; and Sue Sinclair was another pre-rally victim, upending her immaculate BMW 2002Ti while having "a look" at some of the stages!

Down through the big field there were several more fast crews such as Noel Smith (14), Pat McCourt (15), Billy Ferguson (17), Derek Boyd (21), Demi Fitzgerald (23) in Escort variants; Arnie Poole (19), Robert Ward (27) and Derek McMahon (28) in BMWs; Tom Lawther (22), Ashley Armstrong (24), John Kearney (32) and Roger Cree (39) in Mini Cooper Ss. Alec Poole (29) and Mick Dolan (30) turned out in a pair of Chevron-BMW B8s, very impressive looking indeed, but their troubles began right from the start when Poole had not enough ground clearance to climb the ramp in Galway's Eyre Square to start the rally on Friday evening! The Clan Crusader should have made its Irish rally debut at number 57, but Ken Bokon turned out in a Capri 3000 instead of the little Imp-powered GT. Local man Mick Barry did not enter as he is awaiting delivery of a new RS Escort to replace his rather worn one.

As expected, Boyd was the pace setter right from the first stage on Friday evening, shortly after the 4.30 pm start, and after twelve stages and 105 miles of very quick motoring, mostly in the dark, he led the rally by some 3½ m; with John Price, Ronnie McCartney, Billy Coleman and Roger Cree all covered by 40 s to make quite a dice for second place. Of the 144 starters, only 83 survived to set off the following morning from 9.30 onwards. Already several quick men were out, including Cahal Curley whose BMW bomb retired with a broken d/f; Mervyn Johnston smacked his Cooper S into a wall on SS3; David Agnew's BMW blew a plug right out of the cylinder head; Charlie Gunn's troubles included two broken throttle cables; Billy Ferguson's

Escort t/c had oil in the clutch; Mike Marshall met an unforgiving West of Ireland stone wall on SS3; Derek Boyd's Escort t/c sheared its bottom pulley drive on SS5; Robert Ward inverted his immaculate BMW; Derek McMahon's BMW threw a rod, and the same fate occurred to the BMW engine in Alec Poole's Chevron B8. The second Chevron of Mick Dolan retired with bent front suspension, and so the tales of woe and misfortune ran on and on; but with the exit of Curley, Johnston and Agnew, in particular, already a lot of the sting had left the rally.

The weather was very cold but sunny for the long Saturday grind, with conditions ideal for fast motoring over the stages, the longest of which was the 22 miles combining the Corkscrew and Ballyvaughan hills of hillclimb fame. Already it was noticeable that Boyd was taking things a little more easy to the point that he made it all look so simple, and with no one to push him to the limit, the large crowds that turned out to see the stages were denied the sight of Ireland's top rally driver really letting it all hang, as he can do. One of the first retirements was that of John Price, whose Alpine-Renault was sadly parked at the top of the Ballyvaughan descent with no drive—he let out the clutch but nothing happened and so the second place man was out. And then Roger Cree retired his Mini-Cooper S with a broken d/f, which was a big disappointment as he was in a challenging fifth overall and highest placed Mini driver.

Boyd may have been taking things gently but by the end of the day he was 8½ m in front of Coleman, and the overall scene in seconds was: Boyd 17,169, Coleman 17,882, D. McCartney 17,909, R. McCartney 17,930, McCourt 18,014, White 18,114, Campbell 18,411, Martin 18,432 and McAloon 18,580. Sean Campbell had dropped almost 15 m due to petrol pump trouble; David Lindsay also lost a lot of time having to change a rotor; Ashley Armstrong's Cooper S lost 3rd gear; but despite clutch troubles and a broken throttle pedal on the first night, Pat McCourt was in fifth spot overall just behind the dicing McCartney clan.

It was a considerably depleted field that contested the Sunday run, and the 84 crews left in the running decided that discretion was the better part of valour and so there was little sideways stuff over 82 stage miles, all of which were close to Galway City. Of the retirements the most notable was the disappearance of Sean Campbell and so the final order was Boyd, Coleman, Dessie McCartney, Ronnie McCartney, McCourt, Paul Martin, Tom McAloon, Will Farren, Noel Smith, Demi Fitzgerald, Arnie Poole and Tom Lawther in the first dozen places, with Boyd the clear-cut winner by 8 m 55 s. It was quite a clean-up for Ford, with Escort variants dominant and only Ronnie McCartney and Arnie Poole in BMWs, Farren and Lawther (Cooper Ss) splitting a Ford first 12.

Rosemary Smith/Pauline Gullick drove to team orders to win the Ladies' Award for the Lombard and Ulster equipa, to give the new RS Escort team just exactly the results they wanted, although they were only 17th overall. In all only 53 crews finished out of the 144 starters, similar to last year's score of 58 finishers out of 143 starters; but this time there was no last minute surprise as last year, when the McCartney Bros snatched victory in their Triumph 2.5 PI.

BRIAN FOLEY

STP CIRCUIT OF GALWAY	
1st	A. Boyd B. Crawford F. 3 Es RS 27,919
2nd	B. Coleman F. 3 Es RS 28,411
3rd	D. McCartney F. 3 Es RS 28,909
4th	R. McCartney F. 3 Es RS 28,930
5th	P. McCourt F. 3 Es RS 28,014
6th	A. White F. 3 Es RS 28,114
7th	S. Campbell F. 3 Es RS 28,411
8th	M. Martin F. 3 Es RS 28,432
9th	T. McAloon F. 3 Es RS 28,580
10th	W. Farren F. 3 Es RS 28,580
11th	N. Smith F. 3 Es RS 28,580
12th	D. Fitzgerald F. 3 Es RS 28,580
13th	A. Poole F. 3 Es RS 28,580
14th	T. Lawther F. 3 Es RS 28,580
15th	R. Ward F. 3 Es RS 28,580
16th	D. McMahon F. 3 Es RS 28,580
17th	R. Smith P. Gullick F. 3 Es RS 28,580
18th	F. Hutchinson F. 3 Es RS 28,580
19th	P. Scott F. 3 Es RS 28,580
20th	S. Sinclair F. 3 Es RS 28,580
21st	D. Boyd F. 3 Es RS 28,580
22nd	J. Bridges F. 3 Es RS 28,580
23rd	B. Doyle F. 3 Es RS 28,580
24th	C. Gunn F. 3 Es RS 28,580
25th	H. McEvoy F. 3 Es RS 28,580
26th	I. A. Cunningham F. 3 Es RS 28,580
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142nd	F. Frazer F. 3 Es RS 28,580
143rd	B. Coleman F. 3 Es RS 28,580
144th	F. O'Donoghue F. 3 Es RS 28,580

Royale Racing — Britain's second largest manufacturers

by IAN PHILLIPS

It is fairly common knowledge that Lola are the largest racing car manufacturers in this country but how many people know who are second in the league? According to a *Daily Telegraph* survey at the time of the Racing Car Show, it is another Huntingdon based company, Royale. In fact the factory which turns out an average of two cars per week, is barely 10 yards from Lola, based in a modern custom-built factory on a trading estate which seems to specialise in motor racing. The man behind Royale is Bob King who built the company up from a three-man engine preparation business way back in the early sixties. The growth of his company as racing car manufacturers only dates back to 1964 but rapidly, although quietly and unobtrusively, Royale have established themselves as one of the soundest companies in this unpredictable field.

The name Royale is only four years old but we have to go back to 1957 to discover the roots of the company. A very youthful Bob King went to his second ever motor race that year and as a competitor at that his previous visit having been as a spectator at the age of ten. His father owned a showroom in the Marylebone Road in London and regularly had the record-breaking cars of the Campbell family on display. The idea of motor racing appealed to King junior and in 1957 he bought an F2 Cooper from Speedway men Ronnie Moore and Ray Thickwell who were running a two-car team during the year from their showroom in Chiswick. When the season was over Bob decided to take the car to New Zealand for the NZ Grand Prix. The car broke a camshaft before the race and with no money left and his own business in England finished as well he was left with a problem. The car was sold to Denny Hulme and Bob stayed on down under for 18 months rather than the original two months he had planned.

When he returned in 1960 he joined his brother in the car trade again and after a short while a customer arrived wanting to swap an Elva-Climax for one of the King brothers' Fiat station wagons. Bob did the deal and went motor racing again, and soon left his none too pleased brother's garage. From then on his life has been totally involved in motor racing. His antics on the track did not seem that bright when Autosport described him during his first race at Linton-on-Ouse as "a danger to himself and all the other competitors".

Both the Cooper and Elva were fitted with Coventry-Climax engines which Bob himself looked after. After some success on the circuits he found other people coming to him for their Climax engines to be tweaked and suddenly it became a business.

Having left his brother's showroom all his activities were based in a garage in Edgware next to his house. However, militant neighbours put a stop to the engine business at home when one Sunday morning he drove a racing car through the local off licence front window while testing it on the road!

The business was then moved to a railway arch in Wembley and Racing Preparations was born. The main part of the work was concentrated on looking after Coventry Climax engines but also involved itself in development work on suspension for dissatisfied customers from elsewhere.

The big break for Racing Preparations came in 1964 when Coventry Climax were taken over by Jaguar. King had established

a very good reputation with Climax engines and Jaguar offered him the racing division at a very good price. Altogether he took in 27 tons of engine bits and pieces worth about £43,000. All the bits were there with the exception of crank cases and cylinder heads. Bob had to take the decision whether to actually have these parts made himself or just keep what he had bought and sell them off as spares and run the stock dry. He decided to take the plunge and have all the extra bits made and provide a 100% service to Climax users. Altogether he was able to build up 38 engines from the spares which he had bought ranging from 2- to 27-litres. He recalls that his greatest customer during those days was Dan Gurney and the great pleasure they got from the one and only DSG putting his Eagle fitted with one of their 27 Coventry Climax engines on the front row of the grid at Brands Hatch in 1966.

One of the most important things which Bob learnt during those days, which has helped enormously in the growth and success

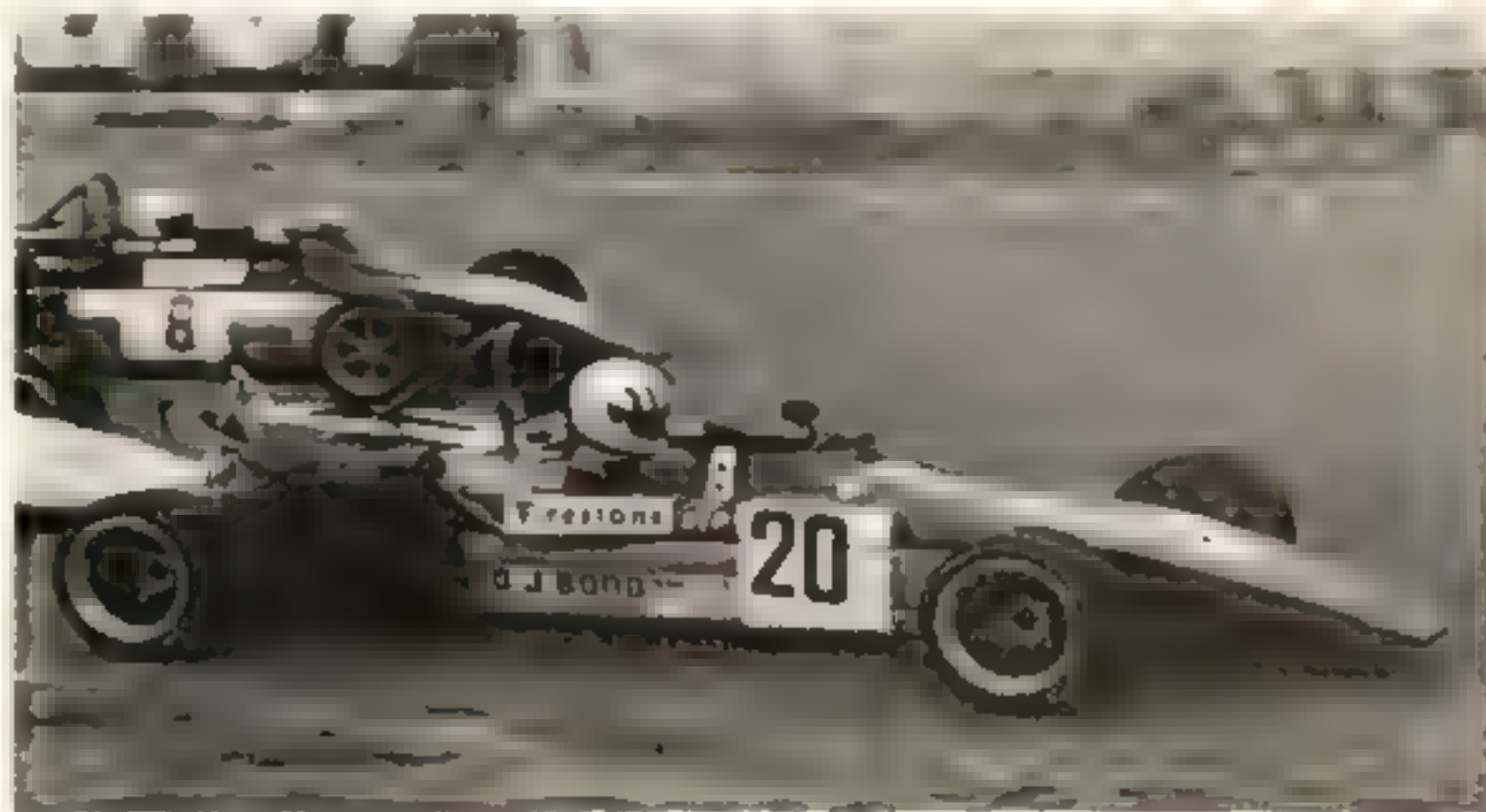
found a pool of oil by a front wheel where a split brake pipe had disgorged its contents. Disappointed and shattered King was wheeled off the grid never to take his place



Bob King—Royale creator

Tony Lanfranchi drove King's cars on occasions and scored many wins, his association with Racing Preparations culminating in his one and only F1 race at the 1968 Race of Champions with an RP entered and prepared Brabham-Climax BT23B with which he finished seventh.

During 1968 the Climax business came to an end. With no new engines having been made for so long and pukka 3-litre engines having found their way into all the F1 cars the business on that side now consisted of



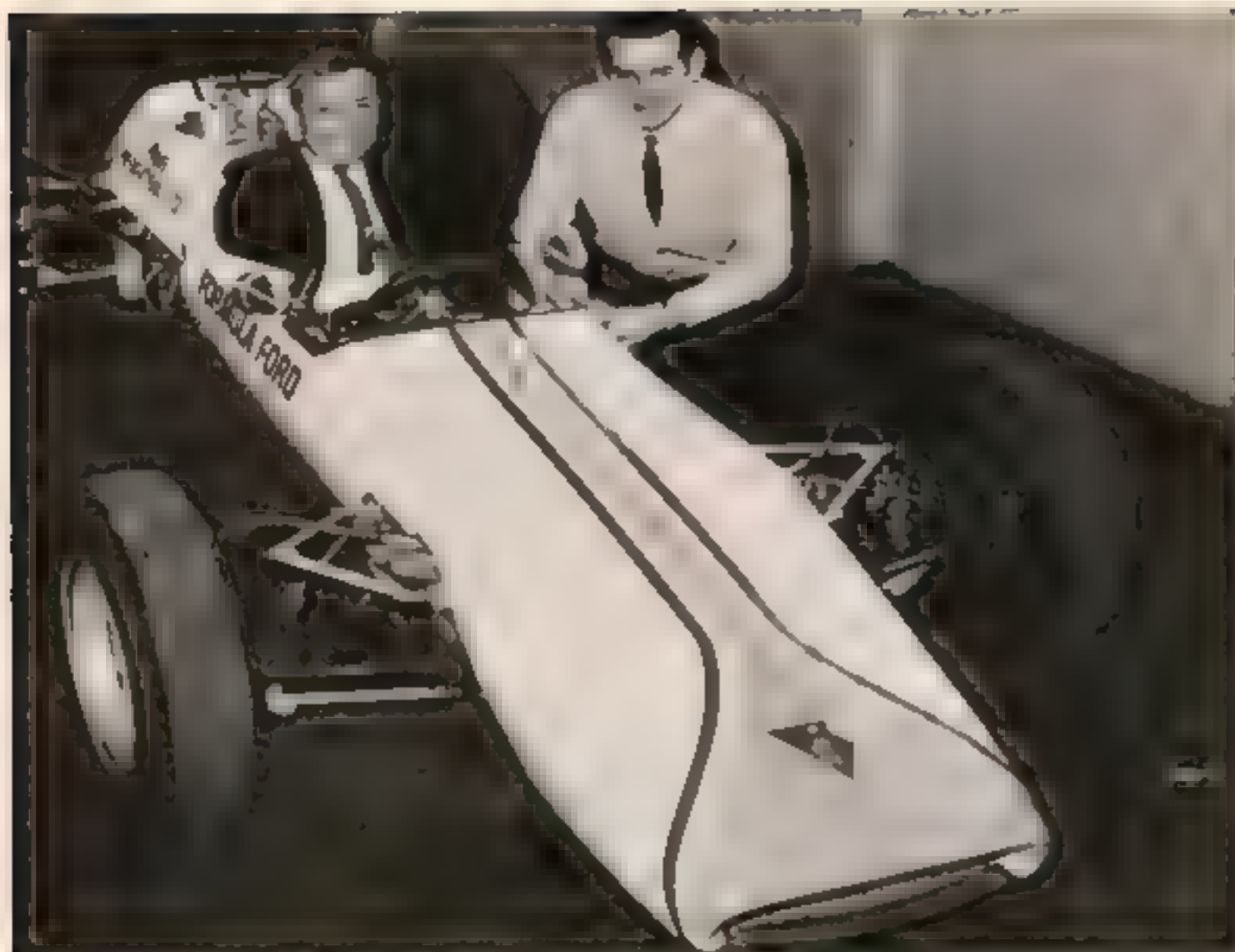
Tom Pryce at the wheel of F3 RP11 at Zandvoort, where he holds the lap record

of Royale, was the need for a good comprehensive and rapid spares service. As the only supplier of Coventry-Climax spares the many, many users throughout the world often needed parts quickly and it was by being organised to get the necessary pieces virtually anywhere within 24 hours that the business really scored.

During these years the name Bob King had been appearing fairly regularly at race meetings with a fair amount of success. After the Elva came a Lotus 17, then a couple of Merlins and a Lotus 16, which he claims gave him the most enjoyment in motor racing. Then followed an ex-BRP/Innes Ireland Lotus 24 which was used until his retirement in 1965. The decision to quit came after he sat on pole position at Silverstone one day next to Derek Bennett, later of Chevron fame. When Bennett started pointing to his front wheel just before the off Bob, thinking Bennett was trying to unnerve him, waved two fingers of his left hand and ignored him. Bennett however wasn't joking and called over a marshal who

spares only.

During the preceding couple of years the race preparation side had expanded quite a bit and numerous customers were bringing their cars along to be set up and sorted in the suspension department. One customer brought along one of the most popular Formula Fords of the moment early in 1968 which King thought was in a "diabolical state." Until that time he had not considered FF very seriously, regarding them as "toy cars." However he was convinced that they could produce a better car than this best seller which had been brought to them. So within two and a half months they designed and built their first racing car, the RP1. In 1968 just the one prototype was built and John Stevens was entrusted with it. They did hundreds of miles of testing with the car before its first race with no trouble at all. However when it went to its first race disaster struck when a damper broke in practice, bending the car somewhat. During the first four or five races nothing went right. However by June they got it sorted



The first ever Royale, the RP1 FF prototype built in 1968

out and things started to go well. Then came the infamous FF engine snitch at Malory that year when the RAC impounded the first four engines. The Royale was found to be the only legal car but as the RAC did not disqualify the rest Bob decided not to run any more works FF cars as a protest.

By this time Racing Preparations had outgrown their old shed and moved to a 3,500 sq ft factory in Llanwrda Park Royal area (the name Royale being derived from this and the founder's surname the final 'e' being added for the gender of racing cars).

As a result of the success of the FF prototype Racing Preparations decided that in 1969 they would go into production with an FF car. Thus the RP2 was born. About 40 of these cars were made and they set the pattern for Royale's market of the future. Of the 40 which were made, about three of them went to America. Success was limited in this country but in America they were winning everywhere. The year ended with a win in the 'World Championship' event at Daytona for Bill Scott after Tim Schenken was disqualified for having an illegal engine.

After the success of the FF car Racing Preparations diversified in 1970. Formula F100 was introduced that year and Royale got in on the act very quickly with their RP4 model, their first monocoque car. They sold 11 of these, "probably 10 more than any other F100 model sold" for F100 use and won the championship in the two years that it was held; Ray Allen won the first and Tom Pryce the second (in the updated RP4A model).

They continued to make an FF car and the RP3 was introduced. In its initial form and later as the RP3A this model served as the production FF car until the end of 1972. A one off spaceframe formula libre car was built for Tony Lanfranchi during the year which won four of its five races. Derived from the RP4 F100 car was the RP6 sports racing car which accepted engines up to 1300 cc. They sold 23 of these, again mostly abroad, and one such car won the Canadian championship.

An F5000 car was also designed, designated the RP7, but was never built. Royale subcontracted the production of many components and Bob decided that with such a small market the cost of production would have been

the great Royale themselves make very few of the parts used in their cars, the factory is more of an assembly line using parts made by outside suppliers. Just a few yards up the road from their Huntington factory, where they moved in 1971, are Arch Mouldings who make all the chassis and Spaceframe Mouldings who do the bodies. Because of the need for having parts made, Bob King did not think that there was a potentially big enough market for the car, although he reckoned that the design was very advanced for its time. He claims that he would have to build the car but must give it legal priority.

As with F100 Royale were quick to get in the act on the next new M.D. formula, Formula Atlantic. They produced the R18 fitted with a 1.8V (the first racing car to use the engine) for the winter sands club meetings of 1970 (FA started officially in 1971). Although Ray Allen put in some sterling drives with the car, breaking the lap

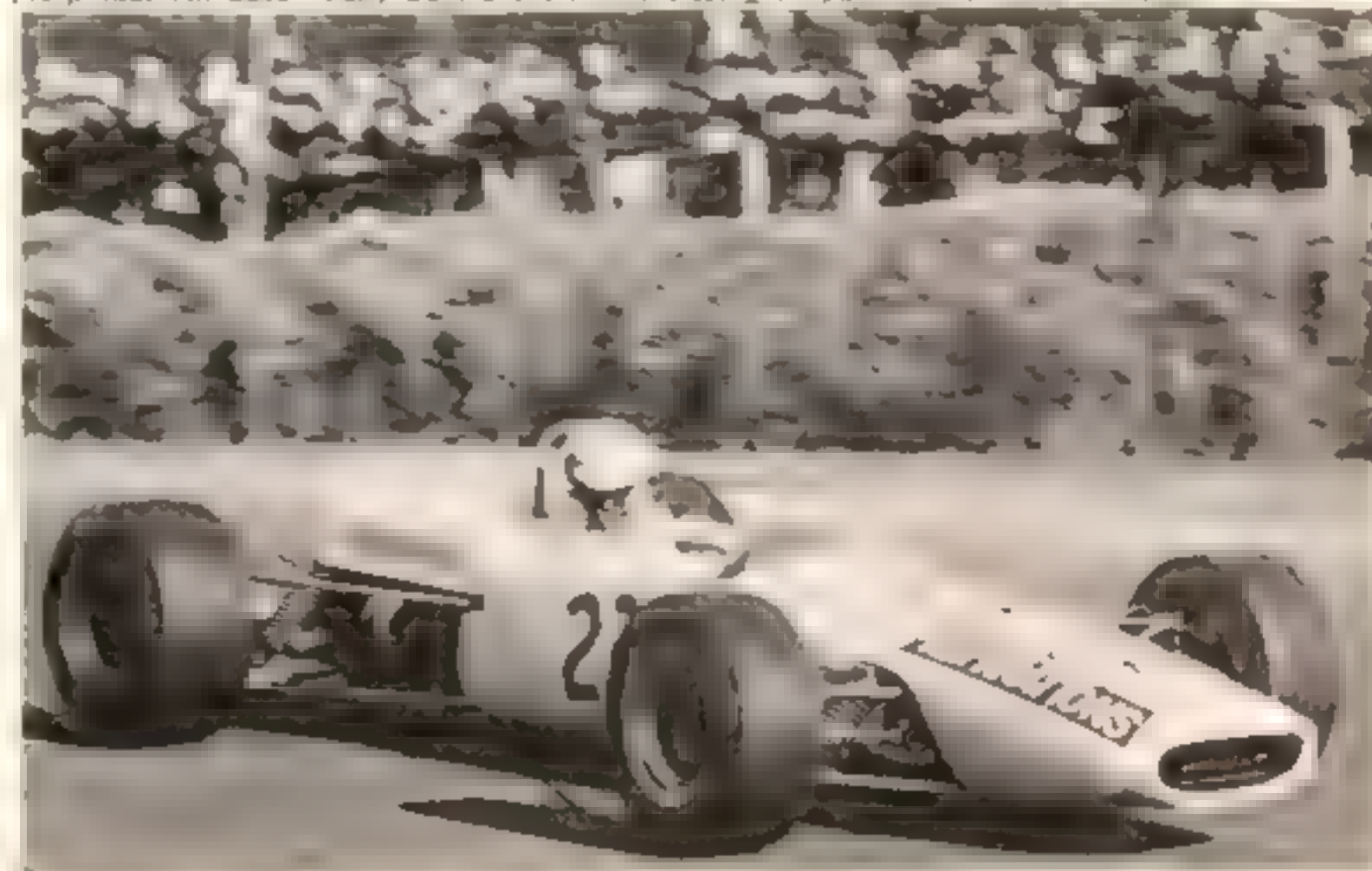
record on several occasions they failed to sell any in England. The original car is still sitting in the factory.

There was yet another new formula introduced in 1971 which Royale have virtually made their own, SuperVee. All their FSV models the RP9, RP14 and the very latest RP18 have won everything going. The RP9 was their first monocoque single seater and that took the American and British Championships and finished second in the European series. Last year Royale won every FSV championship in the world and the lucrative manufacturers championship. With the RP9 they fitted the VW engine minus a fan which nearly caused a major explosion in Germany. Porsche had been trying for many years to make the engine work without a fan but with no success. When Bob King's car appeared without one he received urgent communication from Germany saying that he must fit a fan otherwise the engines would blow up continuously and "zat vud not luk gud for ze Volkswagenwerken." Bob decided to continue minus the fan however and so the "we will make you conform" message came back in the form of revised regulations stating that the fan must be fitted. So Bob just shaved off the blades of the fan and just left the stub in place, and never had a blow-up at all. The latest RP18 FSV has only raced once, at Daytona last weekend. It arrived straight from the Racing Car Show never having turned a wheel. A faulty oil pump prevented Manfred Schurti from doing the first practice session in the second it took him just seven laps to get pole position, no less than three seconds quicker than the next man. Naturally he walked away with the race.

As well as the first FSV car in 1971, another sports car was built the RP10 of which four were made, three going to Brazil where Royales had featured strongly in the Torneo FF series. At the end of the year the prototype F3 RP11 appeared briefly in the hands of works driver Tom Pryce. The car was impressive at the Jackie Stewart Vauxhall Meeting although it had barely turned a wheel before the meeting. Pryce was second quickest in the last practice and then suffered an engine blow-up in the heat. After running through the field strongly during the final he was pushed off the lead. Things looked good for 1982 and a number of copies were sold to privateers in England and abroad which King considers as bonuses as no production cars were planned.

The promise shown at Brands was confirmed at the first big F3 race there in 1982 when Pryce got pole position with just six laps of practice and then walked away with the race. The potential showed itself in the next few meetings with pole positions

Pre production days Tony Lanfranchi in the Racing Preparations Brabham BT22B



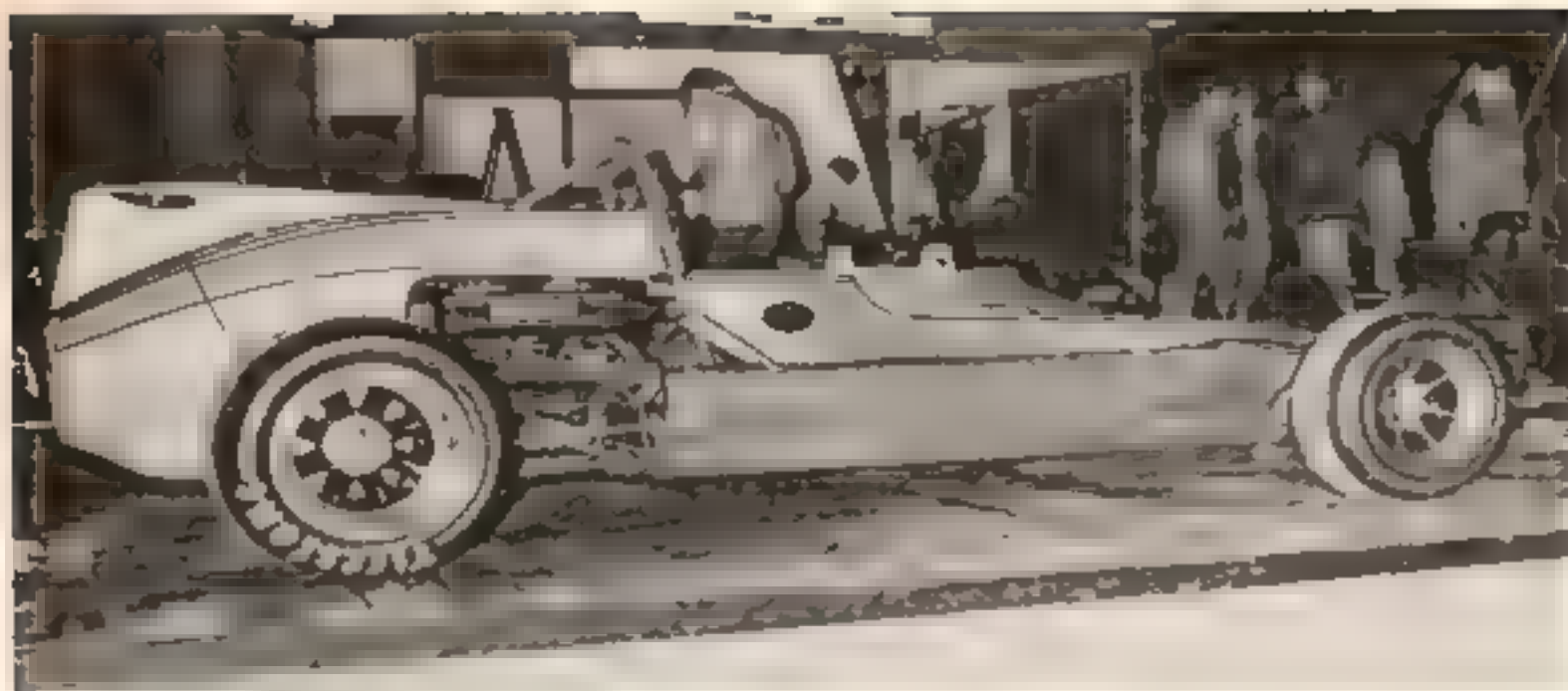


Where will you start the first race?

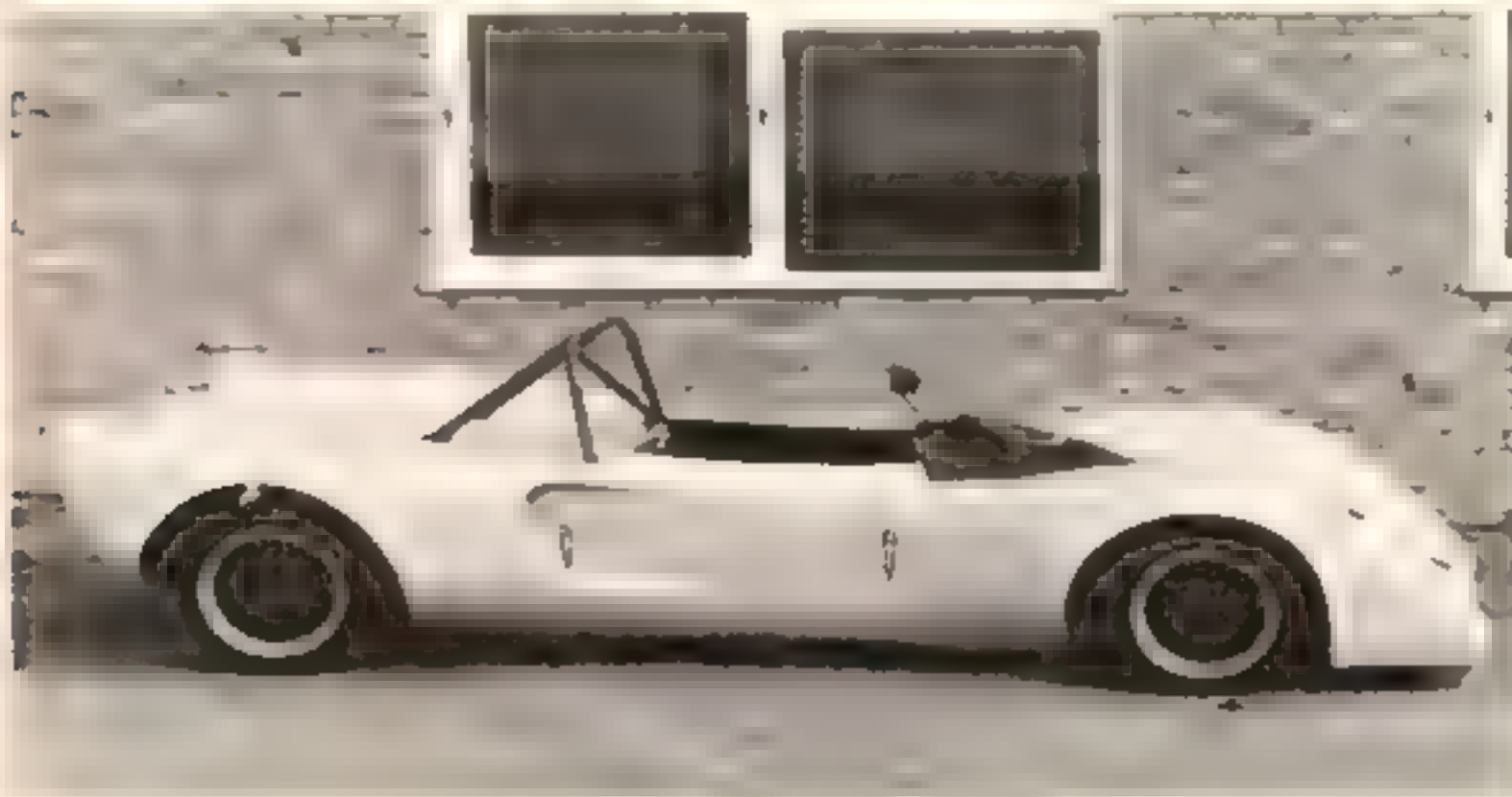
The season is now only two weeks away, will your first race be on the circuit or in the workshop. All G.R.D.'s will be complete and ready to go.



GROUP RACING DEVELOPMENTS, Griston, Norfolk. Tel : Watton 881521.



1973 cars the RP11A F3 car (above) and the RP17 sports racing car up to 2 litres (below).



and laps in the lead and it all looked very promising. However King reflects that the win at the Race of Champions meeting was "our greatest misfortune." We were then leading the championship and we got the idea that we could win it. We were not geared up to do F3, we had no spare engine then (or at any other time) and only intended initially to do six races. It was a disaster I should have recognised. The sad story is that the potential was never realised as Pryce had a great deal of bad luck getting involved in other people's accidents and had a few of his own which resulted in him leaving the road when in a strong position. It was unfortunate that these incidents occurred as the right ingredients were obviously there but failure to get the result meant that few people took much notice. The 1972 season was only intended as an exploratory one before trying to sell cars for 1973. Towards the end of the year Royale produced an Atlantic car which Pryce drove very quickly and he won the televised event at the Players Brands meeting. Bob King has decided to concentrate the works effort on Atlantic this year with Pryce.

Also towards the end of last year the replacement for the basically three year old RP3 FF car was introduced, the RP16. King readily admits it had been a mistake to ignore FF for two years and now he regards it as the most important car that Royale produce. "In FF you get new people coming into the sport, if you can sell them a good FF car and look after them, when it comes to their graduation to F3 or FA then the chances are that they will come back to you." King worked very hard on the RP16 trying to make it easily maintainable and idiot-proof and he looks to have a success on his hands. So far 34 have been sold and its first win was notched up in America recently. After keeping the FF project in the background for two years King says,

'We shall be taking FF more seriously than any other formula.

Almost certainly the next Royale will be an F2 car. The RP15 type number has been reserved for this eventuality. There is a good chance that FSV driver Manfred Schurtl, who has had great successes in Royales, will order a car, but King says that even if he doesn't then the works will build one during the year.

In 1972 Royale sold a total of 78 cars and their aim for 1973 is 100. These figures might seem staggering as on a whole the marque is not common in any British formulae. However a breakdown of the sales figures show that an average 70 per cent of the production goes to America. In the US King has a network of eight dealers to look after his interests.

Why is it that a small firm can turn out so many cars and keep its head above water in these very competitive days with price cutting and deals being operated by the big name manufacturers?

For a start Bob King is the sole director

of the company and takes all the decisions. "If I decide to go ahead and do something it's my decision and I do not have to wait for approval from directors. Similarly if something fails I can drop it immediately and do something else without explanation."

The modern factory is very clean and tidy and the main shop is nothing more than an assembly room. This means that the staff can be kept small which has created a good working atmosphere. The only person not putting the cars together other than King is general manager Alan Cornock who has been with King since 1962.

What about the future? King says "I have no intentions of building an Empire, I just want to make a living without too much aggravation." Bob does all the designing of the cars using a pool of ideas from employees and customers and with the help of an ex-Hawker Siddeley man on the detail work. He will never move on to a new project until the previous car has been fully completed. By that he does not mean that the prototype has been built and raced but that the model is ready for production and can be assembled with the minimum of fuss and be immediately fully competitive.

Bob King's ultimate aim is Formula 1 but only if he can mount a Tyrrell-type operation and go into it with the thought of being fully competitive. He is also very careful about works participation in racing. He does not do deals as he feels that eventually the company loses. He reckons that it is wrong to participate against customers and beat them as they feel that they are not getting all the latest equipment.

If something can be improved on a car he will make the parts and test them and then inform all the customers that the mods are available if they want them. 1000 sq. ft. of the factory has been put aside for spares and they have in stock parts for every model they have ever made and each one is developed to its maximum potential. For instance the RP3A FF model was still winning last year and despite its age was still fully competitive and all parts were available.

The development of Royale cars is very much on a "what looks right, goes right" basis. King himself has learnt racing car design purely by practical experience rather than theory and applies common sense and logical thinking. He is not afraid to copy other people's ideas: "Why be too proud to copy other people's ideas if they work."

The future of Royale operated in the current way looks secure but the thing which does worry Bob is all the deals and price cutting by his competitors. For this reason he agrees with his neighbours Lola about the worthlessness of Racing Car Shows. "After the initial days when people find they are having a bad time with sales they start cutting prices and customers wander round from stand to stand like at a bazaar seeing where they can get the best deal. By cutting prices you are cutting profits which means less money to spend on spares. If you cannot help the customer after the initial sale, then it is not worthwhile selling the car." If this practice continues King foresees a gloomy future. "If a price war starts then all manufacturers will go. Motor racing must be paid for."

Type number	Year	Model	No made	Remarks
RP1	1965	Prod. for FF	1	First ever car
RP2	1966	Prod. for FF	40	At 1000 cc to US World Championship winner
RP3	1970	FF	70	US championship winner
RP3A	1972			A version with modified body and suspension
RP4A	1970	F100		1970 and 1971 British championship. An updated 1971 car. First monocoque
RP4B	1970	Light car	3	Scateframe. Four wins from five starts
RP5	1972 to 1972	Sports racing	23	First 1000 cc based on RP4
RP6				Called an championship
RP7	1970	F5000	4	First car in Europe
RP8	1970	Prototype Atlantic	36	First monocoque single seater. US, British championships. Second constructors
RP9	1971	Formula Super Vee	2	First car 3 to B-211
RP10	1971	Sports racing	4	
RP11	1971	Prod. for F3	17	First proper F3
RP11A	1972	Prod. for F3	1	
RP12	1972	Prod. for Atlantic	1	None so far
RP13	1972	Prod. for Atlantic		
RP14	1972	FSV	32	Won every championship
RP15	1973	Formula 2	1	Not yet built
RP16	1973	FF	34	Current model
RP17	1973	Sports racing	4	Up to 2 litres
RP18	1973	FSV	8	One race one win

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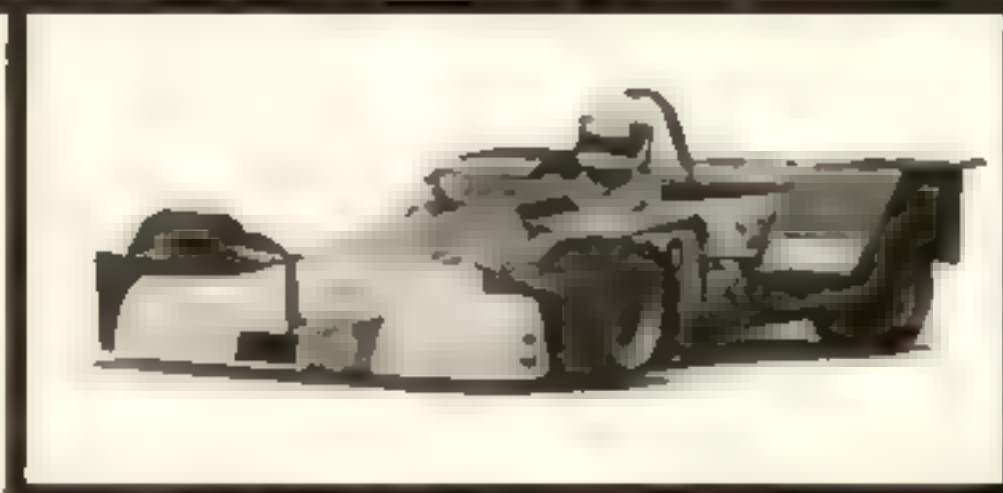
Roger Bell (BMW/Alfa Romeo)
Castrol Group One Champion
Jeremy Walton (Escort Sport)
Castrol Group One Champion
Andy Rouse (Escort Mexico)
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Allison Davis (Hemfresh
Ginetta G15) British Women
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Peter Cook (Mallock U.2)
National Formula 1200 Champion
David Newman (D N C, Reliant)



National 750 Formula Champion
Barry Lee (Escort)
British Hot Rod Champion
Chris Cramer (Mallock U.2)
Shell Leaders Hill Climb Champion
Chris Seaman
Castrol/BARC Hill Climb Champion
Derek Green (Puffin)
750 Trials Champion
Bill Moffat (Hillman Imp)
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CLUB NEWS



CHARLES POLLARD TRIAL

Jackson v Portlock contest

Although the Charles Pollard Sporting Trial is not included within the RAC Championship the Peterborough MC attracted no less than 30 entries for their annual trial despite a total lack of support from the Northern competitors. It was encouraging to see several drivers from the deep south-east making a rare sortie north of the Thames in search of Semperit/BTRDA Championship points and the appearance of Charles Pollard himself at the wheel of his Aberties was a sadly rare occasion.

Blessed with a gloriously spring-like day the club had handed over much of the organisation of the trial to the now well known "Rent-a-Hill" crowd who not only provided a goodly number of marshals, but on this occasion were presenting an additional award to the driver who throughout the day made the greatest effort to succeed. Although the familiar undulations of Kingscliffe, near Corby, were somewhat condensed by the loss of the ground adjacent to and on the other side of the railway the organisers contrived a dozen hills which were to be attempted three times during the day. Much use had been made of the trees which graced the steep slopes and the result was a good test of climbing and manoeuvrability.

Bill Evans was the only driver to non-start (for the first time in his career), repairs to the Beva being incomplete and made more difficult by the application of a layer of tarmac to the path outside his lock-up garage an inch or so higher than the bottom of the garage door! By the time the necessary carpentry had been completed there was no chance of readying the car.

With the lunch break following the opening round there was an early opportunity of gauging the relative strength of the field which was lead by the box of Gordon Jackson by five points from the host club's own president, Norman Manser. Behind these two Ivor Portlock was a similar margin clear of both Tony Harrison and Jack Pearce in their Kincrafts with David Moore's Cannon well in contention in sixth spot despite a puncture in the rear tyre. John Fack was really coming to grips with the course and is amongst the most improved drivers at present in the hunt for points. His joint sixth place was, like Moore's, achieved in a relatively out-dated car and put to shame many of the hot-shoes who were more powerfully equipped.

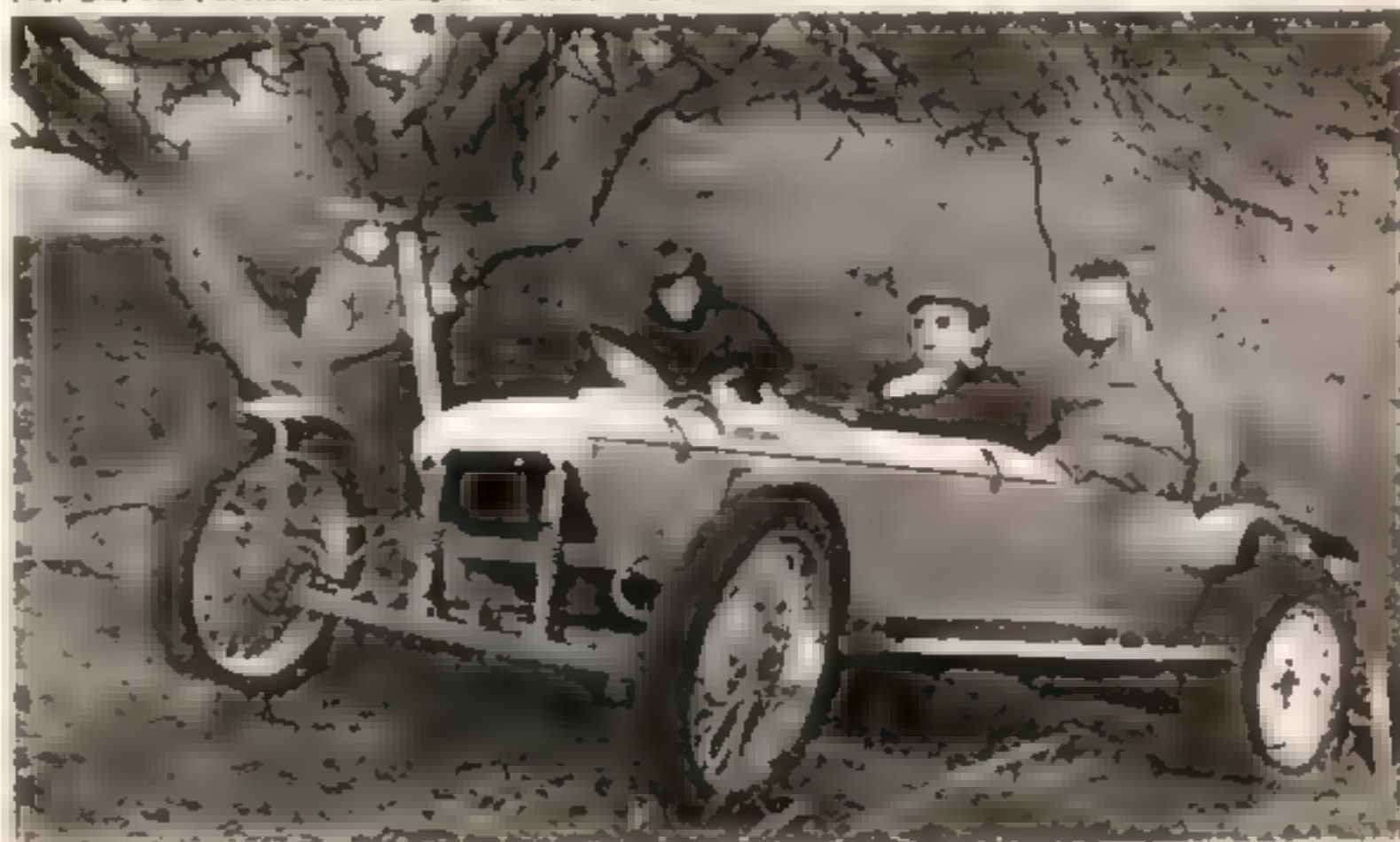
Minor alterations were made to the course before the start of the second round, in the main these were advantageous, although with the drying ground no less than three drivers, Geoff Langdon, John Benson and Ivor Portlock, completed the 12 sections without the loss of a single point. By so doing Portlock ousted Jackson from the lead and placed the Dryad one point clear of Norman Manser's Cannon which had added five to the morning efforts to amass 27 in all. The box driver was by no means out of the hunt with 29 to his detriment and third place firmly in his grasp whilst the meteoric Langdon had jumped

four places in the Cannon to hold fourth spot five points clear of the Kincraft twins on 34. Poor David Moore sustained two further punctures and slumped towards the end of the field whilst John Doble (Cannon) put in a spirited 13 to elevate himself from 18th to 10th place. The mechanical gremlins which had held off throughout the morning struck at Colin Taylor's Cannon (broken first gear) and the similar car of Tony Mace (chronic misfire) bringing about the retirement of both drivers.

No clear rounds were recorded during the final session, sections having been tightened considerably and the sixth hill modified in the most spectacular fashion to test not only the skill of the drivers, but the nerves of the passengers. Several drivers found their cars pawing the air by ill-conceived use of power, the most dramatic being the effort of John Benson who all but upended the Jabford to the horror of those watching. It was that very hill which brought about the final result, Jackson by dint of some fine driving had lost but 10 points by the completion of his third round (a total of 39 in all) with Portlock logging up a 36 with one hill to climb. Whilst the Dryad driver was more than capable of holding his lead the loss of line through the approach to the final part of the hill when the ignition was inadvertently knocked off caused him to veer into the four marker and lose the trial by a single point.

Langdon maintained his challenge and wrested third place from Manser whose car had been devoid of a clutch for most of the final round. Laurie Brown brought his Aberties

Ivor and Jill Portlock ended up 1 mark behind Jackson.



Pollard winner, flying Jackson

to seventh spot, the change from Goodyear to Michelin tyres during the lunch interval working miracles for his success rate. Both Doble and Ron Kemp (Kincraft) failed to maintain the challenge of the early afternoon and John Duncan (Gecko) failed to finish when the diff expired. Bill Warr, too, failed to complete the course, breaking a wheel whilst travelling between sections (too much attention to the passenger?).

The Rent-a-Hill trophy went to John Fack by a handsome margin, though the method of point allocation seemed unclear to the referees and drivers alike. It was none the less a popular win and the award a welcome if light-hearted addition to trialing.

Next Sunday should see all serious Semperit/BTRDA and RAC Championship contenders in action at the "Wiltshire" trial at its new venue near Buxton.

GEOFF HERRINGTON

Gordon Jackson	39	Norman Manser	27	Ivor Portlock	36
John Benson	34	John Doble	34	David Moore	29
John Fack	34	John Duncan	29	John Warr	29
John Pearce	34	John Harrison	34	John Kemp	29
John Mace	29	John Taylor	29	John Doble	29

● First of the four inter-area finals in the Castrol Motor Club Quiz will take place on Saturday (February 24) at the Bull & Royal Hotel, Preston, Lancs. In the final will be the 750 MC from Dundee, Scottish champions and the North East region champions Northumbrian CC. The other team will be either Knowl dale CC, Liverpool MC or Omagh, Knowl dale and Liverpool meet in the Lancashire region final and the winners meet the Northern Ireland champions.

Down in the South West region Camel Vale have emerged victors for the third time in four years and they go forward to the inter area final in Bristol on March 3.



Second at Isenhurst was Colin Sansom's Austin Egg.

750 MC TRIAL

Tie at Isenhurst

Making snow in brilliant sunshine kept the marks high at the Tunbridge Wells Centre of the 750 MC's trial held on the notorious hill at Isenhurst Manor, Cross-in-Hand, Sussex, last Sunday. So bad was the mud that five competitors were unable to return to the car park at lunch, and Keith Reynolds



Tense moment for winner Bill Hicks and partner

(750 Reliant) was unable to compete at all in the morning being completely bogged down. Despite all this, the entry of 23 provided a close finish, with Bill Hicks (950 Trialmaster) and lunchtime leader Colin Sansom (750 Austin Egg) being separated in the end by a tie decider in favour of Hicks who provided one of the two cleared hills throughout the day.

Two rounds before lunch saw Sansom leading with 118 from Mike Stinton (950 Jem/JRA) and Hicks with 119 followed by Ted Minter (NTE Cannon) who was the other driver to clear a hill during the day. Behind him came Barry Wright (NTE Cannon) and John Murrell while Colin Walker (1172 Cannon) had been leading by six points after the first round, but retired when the diff went during the second round.

After lunch, conditions seemed worse, one driver, having spent 15 minutes trying to get to the start of a hill, remarking "I think it's worth a score just getting here!" Hicks scored a 48 to bring him level with Sansom, despite the latter scoring two threes in his 51. Stinton scored a 58, so Minter took second place and first in the NTE class, while into fourth place with a 48 came Dick Lee (750 Reliant). A high retirement rate saw only 14 finish out of the 23 cars, and the day finished with Keith Reynolds overturning 750 ohv Reliant without injury, although there was some damage to the car.

BOB CONSTANDUROS

1. B. Hicks (Trialmaster) 167 2. C. Sansom (Austin Egg) 167 3. E. Minter (Cannon) 170 4. Lee (Reliant) 172

Styles takes BTD at Birmingham autotests

With an entry of 30 Birmingham University MC arranged six tests at the East car park at the University last Sunday when Mike Styles took BTD in his 1275 GT but only by four secs in 252.3 s. He was hounded throughout by Mike Sones in his Mini GT who led the event after two tests and it was neck and neck through the afternoon period when a further five tests were attempted although one was subsequently cancelled. In the small Mini class, Martin Roberts of the home club had

a good class win with his 848 Mini, beating Mo Elliott by 6 s and she in turn was hard pressed by Dave Ayard who finished less than 1 s down in his Mini. Behind Sones in Class 2 came Peter Gladstone in his Cooper. He was well up in the early stages but he clobbered a marker to put himself out of contention.

Tony Hunt brought out a new Mexico to win the next class with third BTD of 263.7 s, the new Ford carrying Hunt's previous engine. He was a comfortably winner after Cecil Dixon and Brian Betteridge, both in VWs, had dropped well behind with one and two clangers respectively. In the last class, for sports cars, Ray Webb (Sprite) reigned supreme with ease, his total of 265.3 s being nearly half a minute better than the rest.

BTD M. Styles (1275 M n) 252.3 s Class winners M. Roberts (848 M) 154.7 s M. Sones (M n GT) 256.8 s A. Hunt (Mexico) 263.7 s R. Webb (Sprite) 265.3 s Team Styles, Hunt and Webb

Loton improvements

Work is almost complete on resurfacing the bottom half of the Loton Park hill climb course in Shropshire which is run by Hagley & District LCC.

The club has recently negotiated a further lease on the course with the owner Sir Michael Leighton and following this they decided to go ahead with the expenditure of just over £2,000 on tarmacadamming from the start to Triangle.

Other improvements including additional Armco barrier have also been carried out and the work will be complete in time for the closed joint practice day which opens the season on March 18.

On April 1 the club will run the first of the two Castrol/BARC Hill Climb Championship rounds and also in April—on the 23rd—they will be host to the first round in the RAC Hill Climb Championship.

Lydden meeting

Lydden's first race meeting takes place on Sunday March 26 and is organised by the West Essex CC. Main race is the opening round in the national Formula Vee Championship which will be run in two heats and a final. Other races are for FF, 750/1200, saloons and alicomers. Regulations are available from J. R. White, 4 Torrens Square, Stratford, London E15.

Autocross team

HF Sprint team, the Birmingham based autocross trio of Martin Barnard, Frank Morris and Terry Smith, will have even lighter Minis for their assault on the Castrol/BT&RDA Autocross Championship this year.

Winners of the team award last year when they represented Midland Manor MC, the team members will each have cars approximately 1½ cwt lighter than last year thanks to extensive modification to bodywork etc. The new season gets under way on April 29 with the White Horse event.

Hanman's duck

Eastern Counties MC succeeded in the difficult task of providing East Anglian trials enthusiasts with a new venue for their sport and presented Blaxhall Pits to a goodly entry for the first time on Sunday, February 11. Despite the Club's efforts on the second run, the fabulous little Dellow Sports car of Peter Hanman still managed to finish the day with a completely blank score-card.

Although the steepness of many of the climbs at this very spectacular venue was not suited to the front-wheel drive class the "old firm" of Len Wills and Dee Wenn put in another polished performance in Len's Clubman GT, aided by their choice of rubberwear. Wills scored the most zeros in his total of 31 but Wenn was the more consistent ending up with a very low score of 22 marks. Scores of 33, 34 and 35 sum up the closeness of the main class battles with Derek Brown making a welcome return to the head of the table with a good day in his Cooper despite almost losing his advantage on the final climb. Test 10 was the downfall of most of the class, particularly the early runners of which Bill Hammond (MG 1100) was one, his nine almost letting in Andy Littlewood whose later run in the same vehicle collected two marks less and finished 1 point behind Hammond in the results. Felicity Kerr, keeping in trim by cross-course runs to drive in both Mini Cooper and Mexico, managed a total of 40 with the Mini, her 1 mark gain on the first climb settling the tied total with Bob Bevan (Clubman GT).

Overall P. Hanman (Dellow Sports) 0 marks 2nd Class winners D. Wenn (M n Clubman GT) 22 J. H. der (Ford Escort 1650) 20 Hanman Ladies 5 No der

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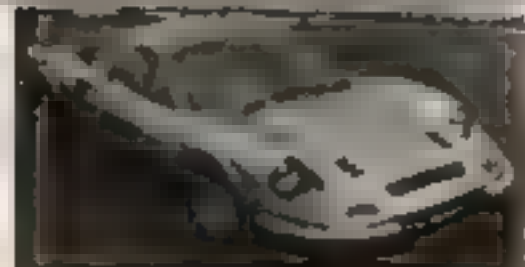
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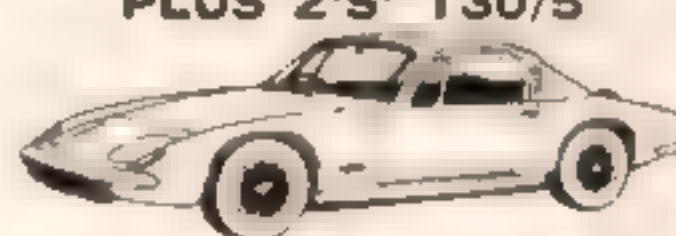
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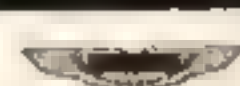
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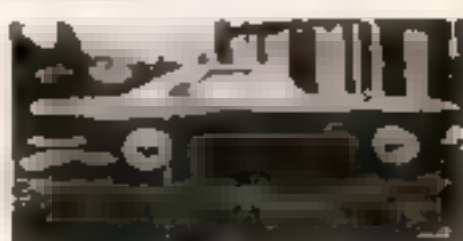
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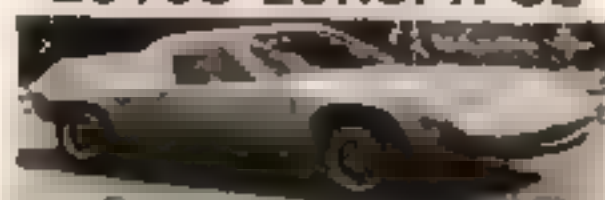
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Tawny, oatmeal trim, 4 speed
White, black trim 5 speed
Lagoon, black trim, 5 speed

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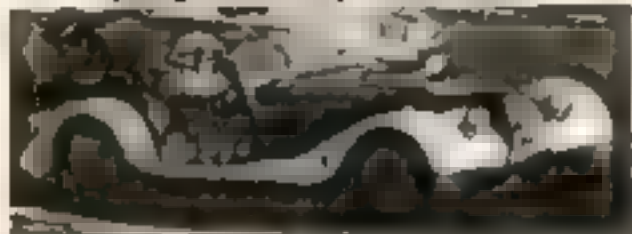
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FHC, tawny/white, black trim

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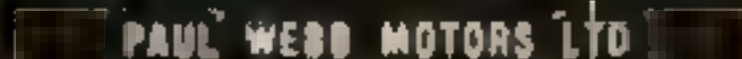
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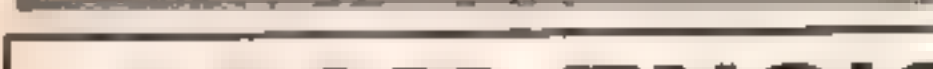
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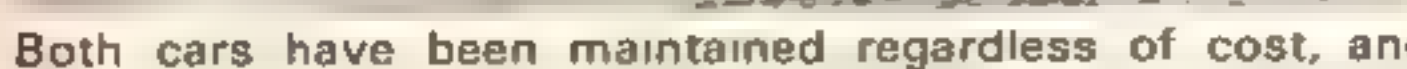
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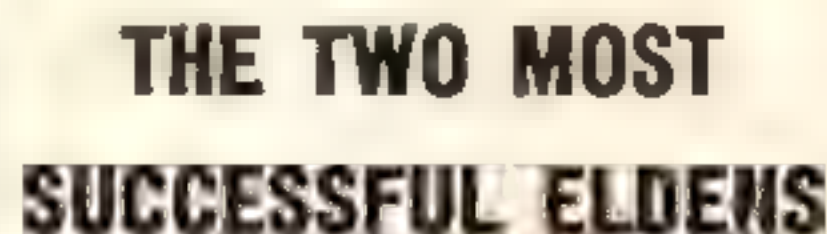
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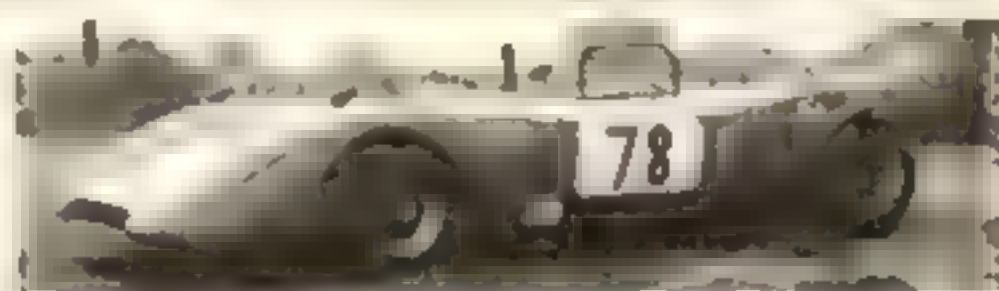
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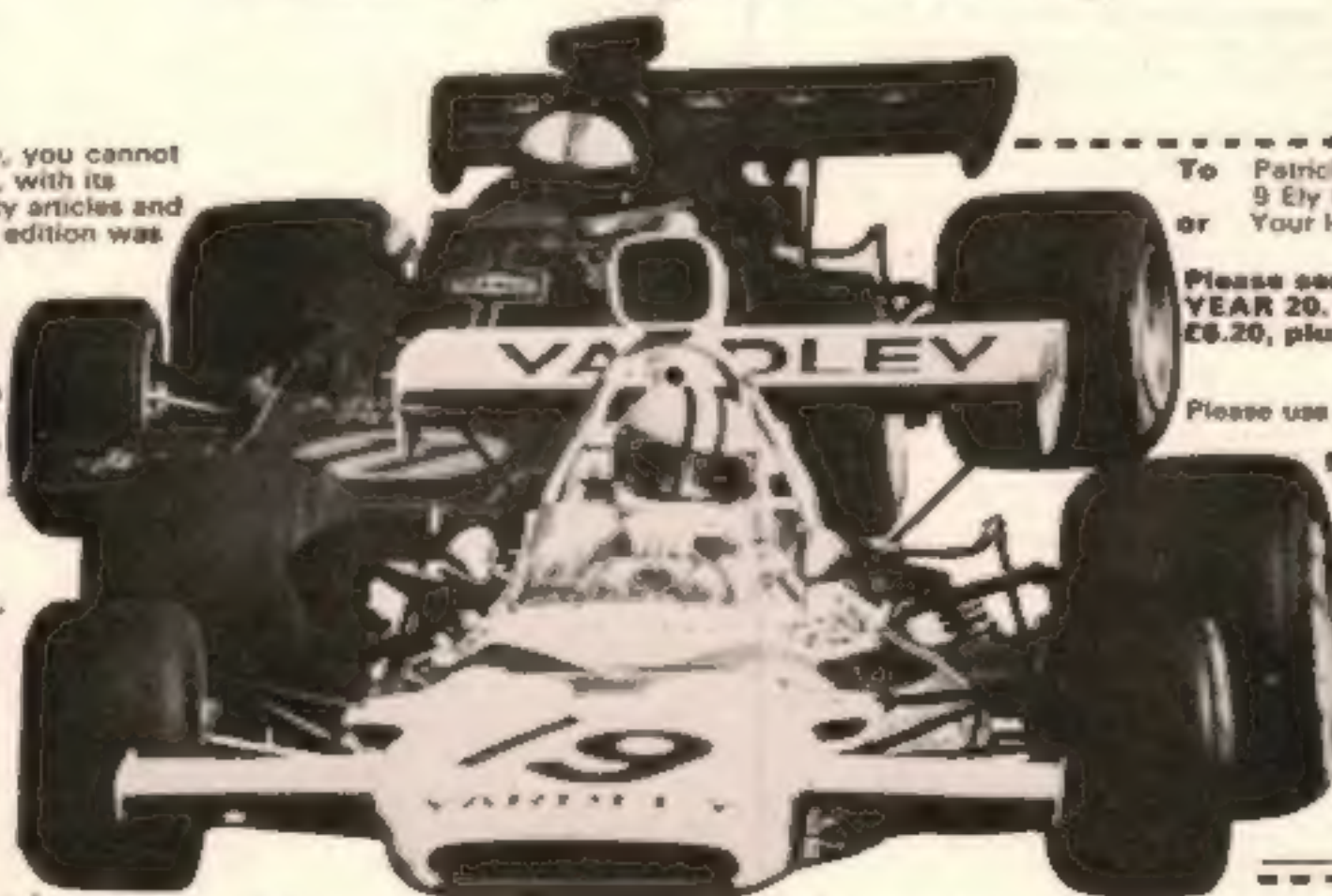
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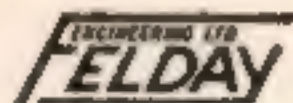
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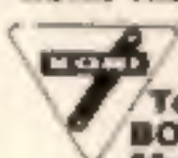
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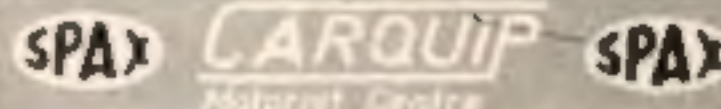
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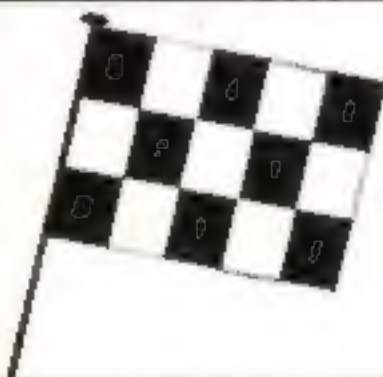
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March 26	Castrol	Oulton Park	1st
April 3	Castrol	Brands Hatch	1st
April 29	Castrol	Oulton Park	1st
April 30	Castrol	Mallory Park	1st
May 7	Castrol	Snetterton	1st
May 14	Britax	Silverstone	1st
May 21	Castrol	Brands Hatch	1st
May 27	Castrol	Rufforth	1st
May 28	Britax	Croft	1st
May 29	Castrol	Silverstone	1st
June 11	Britax	Silverstone	2nd
June 18	Castrol	Mallory Park	1st
July 2	Britax	Silverstone	1st
July 8	Castrol	Oulton Park	1st
July 30	Castrol	Snetterton	1st
August 6	Britax	Mallory Park	1st
August 12	Castrol	Oulton Park	1st
August 13	Britax	Brands Hatch	1st
August 20	Castrol	Brands Hatch	1st
August 27	Britax	Mallory Park	1st
September 3	Castrol	Brands Hatch	1st
September 10	Britax	Silverstone	1st
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